

# British Motor Club of Utah

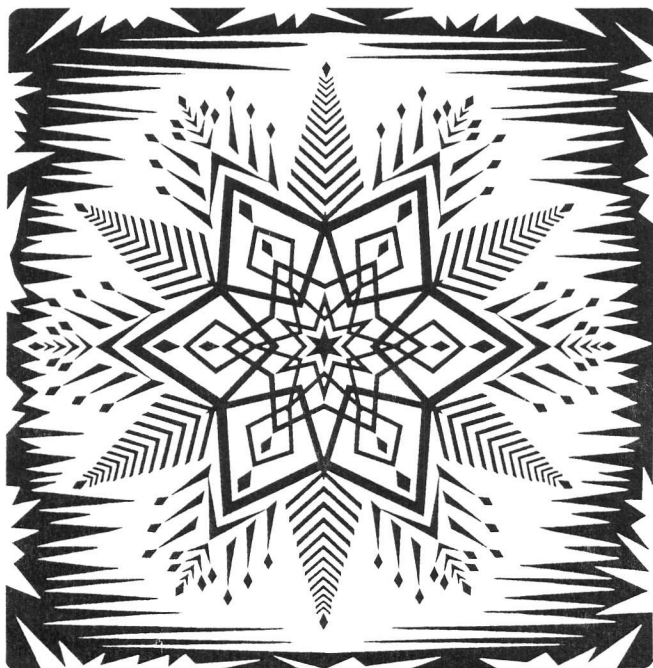
December 1996

Volume 9 Number 5

## Happy Holidays!

There will be no BMCU event in December. The folks who kept the BMCU running this year hope you have a great holiday season.

—Mark & Karen Bradakis, Marty Van Nood, Pugs & Diane Pivrotto, Joe Martinez, Nathan & Linda Massie, Bruce Schilling, and Bill & Julie Van Moorhem.



### *It was snowing like crazy...*

...when I left home to drive down to Mike Bailey's Sinclair station for the tech session. I even put the Land Rover in four wheel drive since cars were sliding all over the street, but as I approached Murray the snow had stopped. Poor weather always seems to lead to poor turnouts and this is what I expected.

The group that gathered was not huge, but definitely respectable, even for good weather, but no one else brought a British car. Gary Lindstrom did bring along his TR3's transmission and the first order of business was to figure out why it would jump out of gear. One spacer was incorrect, another missing, and one gear had been installed incorrectly so the interlock was not working correctly. We all got a lesson in transmission assembly. Wrap shop towels around parts with springs and ball to keep them from flying around the shop when a gear is removed, and use patience, care, and firm hand to get them back into place. (If you have never disassembled a transmission you may not understand this.) Then things settled down to questions and answers. It was fun and informative but it would have been better to have some iron to poke and leaks to find. We discussed this and decided try again at the Spring Tinker Day. Roy said he would come and one event is planned for next year.

Questioning were: Mike Odernheimer, Matt Hansen, Edwin Barker, Tom Grover, Jim "Pugs" Pivrotto, Doni Hackworth, Marty Van Nood, Gary Lindstrom, Kees Versteeg, Mark Bradakis and Bill Van Moorhem. Answering were Mike Bailey, Roy Beale and Bruce Schilling.

## New News

A recent Consumer Reports test produced surprising results on oil brands and changes for British cars. Consumers Reports, with one of the most widely respected product testing laboratories in the world has just released the results of an extensive test on oil brands and oil changes, as well as other issues regarding car care. In the process, the testing demolished much of the wisdom regarding car lubrication. The two most surprising results: the frequency with which oil is changed doesn't matter after the first few oil changes in a new engine, and the type or brand of oil used cannot be shown to make any difference.

The testers placed freshly rebuilt motors in 75 New York taxis and then ran them for nearly two years, with each cab racking up 60,000 miles, placing different brands and weights in different cars and changing oil at 3,000 miles in half the cars and 6,000 miles in the other half. At the conclusion, regardless of the brand of oil or weight, no measurable differences could be observed in engine wear. Furthermore, there was no difference among cars which had oil changed at the shorter or longer interval.

Does this have any bearing on the enthusiast's car, which is given almost the opposite usage-stored for long periods of time then started and driven for short distances? The tests suggested that our type of usage would build up sludge and varnish, indicating that an annual or semi-annual oil change is a good idea regardless of how much mileage the car gets. But there is little indication the brand or weight needs to be given serious consideration, and synthetic oil has no discernible advantage over the old stand-bys. More information on the tests and results can be obtained from Consumers Union or the July issue of Consumer Reports, available in most libraries.

*Thanks to The Birmingham British Motoring Club Newsletter, Nov. 1996, and to the Southern Alabama British Car Club Newsletter, Nov. 1996.*

## It's a what?

*By Nathan Massie*

There's three things you must do whenever you move to a new city:

1. Get a new house
2. Get a new doctor
3. Find a parts supplier

I remember the time that I needed an exhaust pipe for my MG. You know, the front part of the pipe that bolts to the catalytic converter on the later MGs, the one that always gave me trouble until I discovered the broomhandle trick (but that's another story).

I got some suggestions as to where I might find such a part. I picked the place that was easiest to get to and made plans to stop there on my way to work the next morning.

Next morning, I drove to the shop, walked up to the counter and said, "Hi, I need a front exhaust pipe for a '79 MGB."

The man behind the counter thought for a moment, then pulled a massive book from under the counter. He licked his fingers and started thumbing through the pages.

"What year was that Toyota?"

"Um, no, it's an MG," I replied.

He kept thumbing. "Did you say that was a Golf or a Jetta?"

Closer, I thought, at least the right continent. "British car. Made in England. Emmm Gee Bee," I said, nice and slow.

A few more pages went by. "Hmm," he said, and then he looks at me. "Now, it's a what?"

I struggled for words. I can't remember how I described the car, as best as I could, but I do remember the blank stare from the other side of the counter.

## 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. Have a Happy Holiday!

**January 11.** Tech Session.

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

By this time, every conversation in the waiting room had stopped, and most people had put down their magazines to watch.

"Now start again. First give me the make, then the model, then give me the year," he said, as he grabbed up a pen and a pad.

I started again, and then I noticed a large metal Champion spark plug sign to one side of the room. "There," I said, pointing to the octagonal symbol, "an MG."

I could tell he still wasn't sure, so I slid the parts book closer and said, "Let's look in the M's."

It didn't take too long to find it. He jotted down the part number, then walked to the door, opened it, and shouted to one of the guys in the back.

"Hey, do we have a part number blah, blah, blah?"

I heard the reply. "Don't know, What's it for?"

"An MGB!"

"A what?"

I decided that day to find some sources for my parts so I didn't have to go through that ever again. Next time I move, maybe I'll look for the parts supplier first, and then look for a house and a doctor.

## Left over parts

'Tis the season for the newsletter to be late. We always seem to fall behind as the holidays approach. So make a note of the coming events: January tech session and February pot-luck, and mark them on the calendar. We will try to get things on time, but will likely follow tradition. It seems we have already started being late.

Post cards will be included with the January newsletter. If you want to remain on the BMCU mailing list you **MUST** return this postcard. This is the way we keep the addresses, phone numbers and the car list up to date. We also use it to prune the list each year, eliminating those who have sold their car, are not active with the club, or just don't care.

The January Tech Session will deal with rebuilding carburetors (or carburetors). Did you realize that a carburetor is a device in which air and gas is carbureted. So my dictionary says. The site has yet to be decided.

Grill badges. We are on the way to new order. We now need eleven more prepaid orders from club members and we will get an order off to the supplier. If you want one order it now. When they come in the non-prepaid ones go quickly. We have to order a minimum of twenty five. Since the exchequer is not bottomless, we need thirteen prepaid before we place an order. If you would like one (or more) send in your order to Marty Van Nood, Chancellor of the Exchequer, at 165 East 2400 South, Salt Lake City, UT 84115. at 268-4105. The badges are \$20. each; send your check to Marty.

The BMCU currently has the largest mailing list it has ever had. As I recall Bruce sent out 276 newsletters last month.

Mailing continues to be our major expense. It grew considerably when bulk postage went up during the summer. Bruce's mailing business also decreased as a result. He is not going to renew his bulk permit at it's renewal date in April. He has

investigated the possibility of the BMCU obtaining it's own non-profit permit. It appears very feasible for us to do so, and we can even save the start-up costs by taking over Bruce's permit. Unless someone has another way to do it, we will likely do this. Comments are welcome, contact Bruce or any of the Board members listed at the end of the newsletter.

The editor grows complacent. We have not been thanking Pugs and Diane Pivrotto for continuing to copy the newsletter for us. This has been a major help to the club's finances and they deserve a pat on the back. Tell them you appreciate it.

Keep the GoF-West in mind. It will be July 21-25, in Park City. 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) (its always hard to end a sentence with a internet address because of the periods). 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.

The annual Pot-Luck dinner will be February 15. This is the one business meeting that the group has each year. We need to elect a Board of Governors, plan the years events, and make a few decisions. It is also a chance to have a great dinner, talk cars in the middle of the Winter, and see a lot of familiar faces. Plan on attending. We need someone to help organize it, mainly keeping track of who is bringing what. If you can help contact the editors, Bill or Julie Van Moorhem at 582-9223(H) or 581-7687(W).

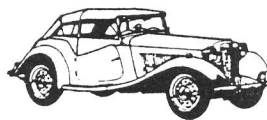
If you would like to be a board member, you need to be nominated at the Pot-Luck. You can nominate yourself or someone else can nominate you. Being a board member is not a difficult or time consuming job.

## 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.

### Special "Tinker Day" thanks to

*Bailey's*



Mike Bailey  
4793 So. State  
Murray, UT 84107  
264-8421

*"Your Old Time  
Neighborhood  
Service Station."*

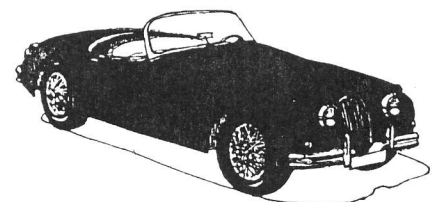


**PartsMaster**

BRUCE SCHILLING

917 Millcreek Way  
Salt Lake City, Utah 84106

(801) 486-0425

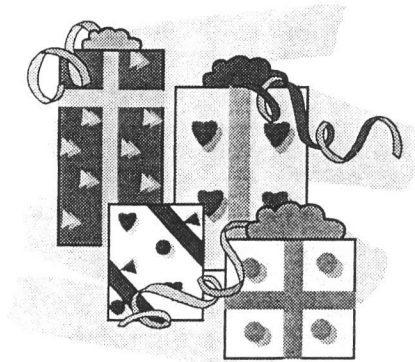


ROY A BEALE  
Phone 964-6313

*Hint for the Month: British cars always seem to be known for esoteric problems. At the Tech Session Roy Beale pointed out one of those truths that we all know but often ignore, the simplest and most obvious source is most likely the cause of a problem. Mike Bailey echoed it, telling us about one of his mechanics tearing a steering column apart trying to get at an ignition switch when the problem was in the starter or starter solenoid.*

## From the Exchequer

Balance as of 10/17/96	\$1342.21
Donations	+\$56.00
Interest	+\$2.35
Balance as of 10/17/96	\$1400.56



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, 268-4105 (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