

# British Motor Club of Utah

October 1997

Volume 10 Number 3

## *Fall Tinker Day*

The annual Fall Tinker Day will be on Saturday, October 4, beginning about 10:00 AM at the Fat Chance Garage, home of the Fat Chance Racing Team. This is a low key event, even for the BMCU, that allows you to work on some problem you may be having with your car, with advice from other club members. It's a good chance to learn to do some basic repair and tune-up work that you may not feel sure about or to use some tools you may not own. There is no fixed plan and we work on what ever turns up. In the Spring I worked on my Midget transmission while others tried to get a Triumph running that had not run for years. Other times we have drilled out rusted bolts and replaced the rubber seal on side windows. You can kick tires and talk gears. Come when you can, the event will likely run until Mark goes home in the mid to late afternoon. No need to drive your British car or to stay the entire time, just drop in to see what is being fixed and what Mark is building for the next racing season.

The Fat Chance Garage is located in the Garco Complex at 3994 South 300 West, #22, at the west of a row of shops on the south side. The road is terrible so drive slow. There is no sign so look for British cars. Parking is also terrible. 300 West can be hard to find from 3900 South, it's on the west side of the railroad tracks and requires a turn from the elevated part of the road.

It often seems to rain or snow on this event. We will hold it whatever the weather. If you have questions about what we can help with or what tools are available give Mark Bradakis a call at 364-3251.

## *The End-of-the-Season Dinner*

The air is cool and crisp in the morning, kids are back in school, we drove to Antelope Island without getting too sunburned, it must be Fall and the End-of-the-Season Dinner is approaching.

Every year there is a discussion between the Director General and the Editor about where to have the dinner. We have held it in Odgen, Salt Lake and Park City. The idea came to us in a flash of inspiration this year, LaMar's in Provo. We considered announcing this to our respective spouses and then decided to that it should be in Park City. Rob Green and Mike Odernheimer volunteered to choose a site and coordinate the event. Mike didn't know he had volunteered until Rob called him, but he graciously agreed.

The dinner will be at the British Pub in Park City beginning at 6:00 PM on Saturday, October 18. The early time is necessary to get table space at the pub. Those leaving from Salt Lake City can meet at the K-Mark at the mouth of Parley's Canyon (Between Parley's Way and Foothills Boulevard) at 4:45 PM to convoy up to Park City. With every road near Salt Lake being worked on, we will need to leave at 5:00 to be sure to be in Park City on time.

If it is more convenient for you to come directly to Park City, we'll see you there. The pub is located at 333 Main Street, on the West side, about half way up "old" Main Street. It is on the second floor of the Main Street Mall. (Where Mrs. Field's Cookies used to be located.) Probably the

easiest parking will be in the parking structure on Swede Alley (East of Main Street).

The British Pub, of course, would like to know how many people will be there for dinner. If you will be attending it would be very helpful if you could give Mike or Natalie Odernheimer a call at 649-0106 no later than Thursday evening, October 16. This is not a standard driving event. We would, of course, like to see you in your British car, but if it isn't running, feel free to bring a "foreign" car. Tradition, however, says that if you don't bring your British car you must at least bring part of it along, any part will do. (If it isn't running you probably have many parts at hand.) Entrees at the Pub are in the \$7 to \$15 range.

## *September*

September always seems to be a busy month for the BMCU. Maybe we are trying to get as much done as possible before the snow flies.

**Vintage Car Races.** The month started off with two events over the Labor Day weekend. The editors and an ever growing group from the BMCU attended the Vintage Car Races in Steamboat Springs. These races are a major event on the vintage racing scene, attracting over 200 cars from the West. In addition, there is a concours plus all the amenities of Steamboat Springs. This year Dan and Sharon Forester, Bill Davis and Monie, Mike and Susan Cady, Rob and Nan Green, J. and Kay Jennings, John and Liz Green, plus the editors were there watching. Roger Davis raced his Sunbeam again and Fritz Lindbeck was there to help keep it running.

**Miner's Day Parade.** On Labor day itself, a few BMCUers turned out to take part in the Park City Miner's Day Parade. Attendance was low this year, likely because we took part in the parade in Park City on the Fourth of July.

**Antelope Island.** A couple of weeks later, we held a run to Antelope Island. Joe Martinez found an interesting route to island, that involved a couple of U-turns and a great tour through a part of Davis County that none of us had visited before. This was a good run on a beautiful day and we may ask you to do it again for us, Joe. Attending were Doug & Thaurar Borba, Eryn & Rob Green, Bruce Schilling, Steven & Jane Nelson, Doug & Ilene Weimer, Jason Palmer, Tony Walker, Joe Martinez, and Bill Van Moorhem. Some folks also stopped in just to see what was going on and one drove part way up to the island with us.

**University Concours.** The next week will be the Senior Citizen's Concours, known to many folks as the University Concours. This is the best show I have seen in the state, although there have not been many British cars in it recently.

**Mt. Nebo.** At the end of the month is the annual Mount Nebo run. This is at the peak of the Fall colors and is a great drive anytime. This will take place after this newsletter was written and we will say more about it next month.

## Left Over Parts

Many thanks to Jim "Pugs" Pivrotto for copying the September newsletter. Pugs has saved the club many, many dollars by doing the copying for several years. Express your thanks when you see him next.

Any suggestions for the Tech Sessions in November and January? We seem to be able to get someone to talk about anything you would want to learn about. Pass your ideas to the editor or any of the board members.

The British Field Day Committee has gotten off to an early start for next year's event. They have chosen June 20 as the tentative date for the '98 event. Next year's Field Day will likely not be held at the cathedral. Bill Davis and the committee have been talking to the city and are considering Pioneer Park as the site. The city is extremely supportive of this idea and will block off Third South between Third and Fourth West for a autocross, funkhana and / or parking. At the moment the location has not been fixed, but the committee has visited the park and seems very impressed with it as the site for the Field Day. Setting the date at this time allows us to seek publicity for the event, in the form of public service announcements and "what's happening" spots from some

## 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.

**October 18.** End of the Season Dinner. Mike and Natalie, 649-0106.

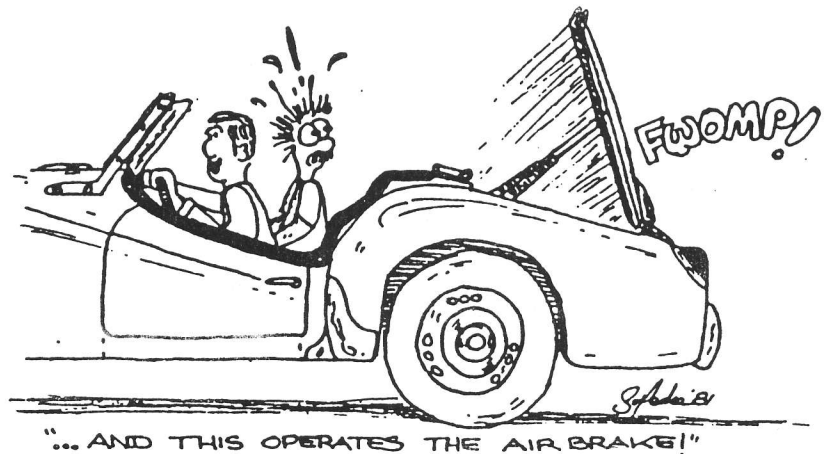
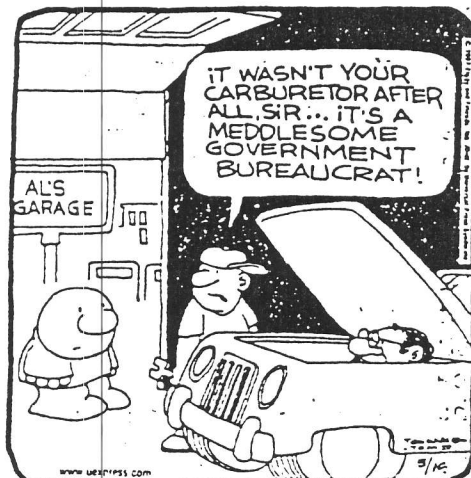
**November 15.** Tech Session.

**January 24.** Tech Session.

**February 7.** Pot Luck Dinner.

TV and radio stations. If you would like to be involved in organizing this event contact Bill Davis, 364-1816(H) or 486-5049(W).

Returning from the Steamboat Springs Vintage Race Dan and Sharon Forester had a brake line failure just outside Vernal (it wore through from rubbing on something). The editors were traveling with them, and we all went looking for a brake line on Labor Day. Not only did we find Vernal Auto Parts (an Auto Value store) open, but they were extremely patient as we worked through their supply of brake lines and adapters to find something one foot long with metric (bubble) flares on both ends and with metric threads on one end and English threads on the other. If you need



parts in Vernal we heartily recommend Vernal Auto Parts. Keep up the good work guys.

The editor has talked to two people restoring TDs in the last week. They, plus Gregg Smith's, make three TDs that are underway. It would be great if Ted Nitka, Mike Wells and Gregg, along with their respective spouses or partners could make the October dinner and get a chance to meet each other. A little support is useful on a project like they are all undertaking.

Grill Badges!! Duff Lawson (487-5192) reports that he has found a source for the grill badges. The price is slightly higher than from the original manufacturer and we will need to sell them for, at least, \$21 in the future. Duff suggests that for the 12 to 15 people who have prepaid, the club pick up the extra dollar (but we wouldn't turn down a donation of a dollar either). There is a one-time, set-up fee of about \$100 that the club will have to pay, but this is normal for any supplier of art work: dash plaques, t-shirts, patches, etc. Duff is seeking board approval for this plan and will order the grill badges if he receives it.

There are 249 names on the mailing list this month. The editors never got around to sending out a membership application with the newsletter in the Spring, but it seems to have made little difference.

A second membership thought. We have been using the same membership application for five years or more. Anybody out there with some artistic talent that would like to design us a new application? It needs to fit on a 8 1/2 by 11" page, can use both sides, and needs to be able to be copied in black and white. The information we need is name, spouse/partner name, address, phone numbers both home and work (optional), list of British cars owned and e-mail address (if available).

It has been suggested that we send out the newsletter by e-mail to those who might want it that way. Anybody interested besides Pete Gerity? Let the editor or Bruce Schilling know.

Most repair work on British cars can be done without special tools, but some members do have a few of the special tools required for jobs and are willing to let others use them for a donation to the club. Ever try to change the rear wheel oil seal on an MGA or (an early?) MGB? You will have discovered the large octagonal nut that you must remove. One member has the special wrench to do this. The editor has the special reamer for reaming the bushings on Midget front suspensions. There may be others tools around. Give the editor a call if you want need something special.

## Autojumble

For sale, '77 MGB, extensive body work was done 6 years ago and the car is now rust free. White with new brakes and carb. Driven only 1 to 2K miles a year recently and garaged. Runs very well. Needs a top. Call Mike Anderson, 647-9807(H) or 645-5600, Ext. 136 (W).

For sale, '55 Jag XK 140C fixed head coupe. Needs restoration. Make an offer. Call 1-649-0247.

For sale, Ex SCCA Regional F Production Austin-Healey Sprite. This is a 1966 Mk IV, set up for vintage racing. Full cage, Minitors, Yoko A008's, etc. Trailer and spares. Call Don at 942-5259.

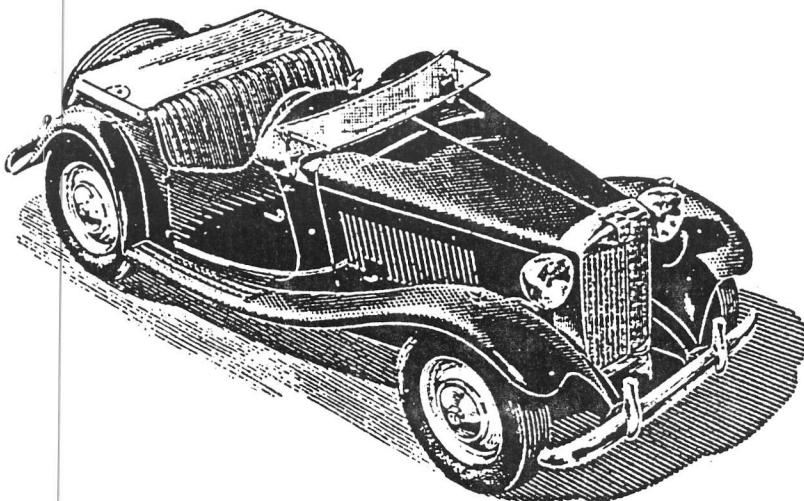
### Hint for the Month

If your ignition light comes on when driving, you have lost a fan belt or your generator has possibly stopped changing. To check if it is the generator, remove both wires from the generator and, with the engine at 1500 rpm, join the two generator terminals with a small screwdriver. Quickly pull the screwdriver away from a terminal. If you get a thick, blue-orange flash the generator is OK.

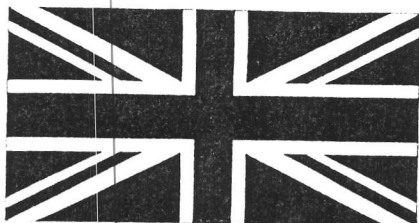
No flash? Remove the generator band and inspect the brushes for wear. If the brushes are worn, the spring could have bottomed on brush holder. An emergency repair would be a small, shaped piece of wood under the spring to cause the brush to press on the commutator again.

Without the generator charging, the battery will go flat in about three to four hours driving (with no lights on). If you are with others you can trade batteries to keep them all charged.

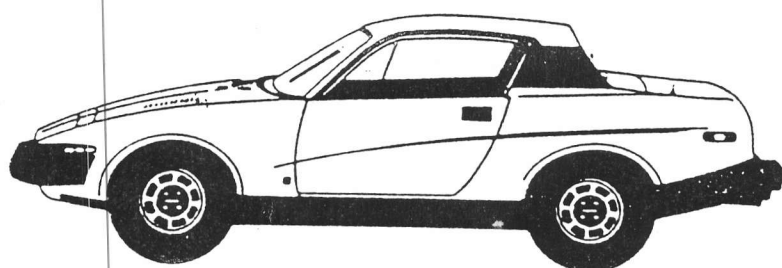
--Thanks to AMGB, Norman Nock, and the Morris Gazette.



## From the Exchequer



Balance as of 8/5/97	\$1517.91
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Donations	+\$208.00
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Board of Governors: Mark Bradakis, Governor General; Joe Martinez, 255-8326; Bill Davis, 364-1816; Marty Van Nood.

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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.

## British Motor Club of Utah

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