

British Motor Club of Utah

November 1997

Volume 10 Number 4

November Will Be Electrifying

We discuss the mysteries of automobile electrical systems and terrors of Lucas at a tech session on **Saturday, November 22** (this is a change in the date), beginning at **10:00 AM in Mike Morgan's Morgan Sportscars at 1552 South 300 West.**

Mike's can be a bit hard to find if you have never been there before. Look for the MacBeth Hardwood sign at about that address. Turn West off 300 South at the sign and you will immediately see a fork in the drive, the left side goes to MacBeth and the right toward Mike's shop. There used to be lots of remains of British cars setting about, but they may be gone now. Look for the Morgan Sportscar sign. Come in and find your way behind the counter and into the shop. Mike suggests you wear your long woollies if the weather is cool, as there is little heat in the shop.

The session will be conducted by Mark Morgan, Mike's brother. We will discuss the basics of electrical systems, fault finding, wiring diagrams, charging systems, and whatever you may be interested in. Mike always has several cars in the shop and it is a good time to look around and see what is going on. Both Mark and Mike have been very helpful in the past with advice on your problem be they electrical or otherwise. Stop in for a good session.

Hint for the Month: Ever try to figure out what is leaking at your rear wheels, brake fluid or oil? I am told some people can do it by smell, but I can't. According to the old "Start Your Engines" catalog, it can be done by getting a bit into water. If it floats it's oil; if it turns white it is brake fluid. Now if I can figure out how to collect enough to get it into water.

Dinner At The Pub

A small but enthusiastic group gathered at the Baker Street Pub in Park City for the annual end-of-the-season dinner. The pub was somewhat plusher than most English pubs the editor has been in and had a more extensive menu, too. As the group gathered discussions ran the gamut of topics: "how old are your kids now" and "it has been a long time since we saw you" to a discussion of strange cigarette lighters. Don't ask how that got started.

Food ranged from more or less standard pub fare: bangers and mash, shepard's pie, surf and turf. One side of the menu was the range of beers available and many of these were sampled. We didn't see Guinness' Stout with a scoop of ice cream in it, however. That would be a stout float.

Many thanks to Mike and Nathalie Oedernheimer and Rob and Nan Green for making the arrangements. Attending were Barry & Denise Blackett, Mike & Sharon Bailey, Susan & Jon Hermance, Mike Johnson & Beth Strathmen, Pugs & Diane Piviroto, Karen & Mark Bradakis, Floyd & Kathy Inman, Mike & Nathalie Oedernheimer, Rob & Nan Green, Ryan Chester, Ray Lawson & Duff Lawson, Greg & Susan Chester, Dan & Sharon Forster, and Bill & Julie Van Moorhem.

Mechanics Tools

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing upholstery kits and tops.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for

impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your drink across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

HYDRAULIC FLOOR JACK: Used for lowering a car to the ground after you have installed your new front disk brakes, trapping the jack handle firmly under the front of the car.

PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a car upward off a trapped hydraulic jack.

TWEEZERS: A tool for removing wood splinters from eight-foot long Douglas Fir 2X4s.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your shoes.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup.

TWO-TON ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and fuel lines you may have forgotten to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an

accurately machined screwdriver tip on the end without the handle.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate as that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is not at all misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 30 years ago by someone in England and rounds them off.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

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 22. Tech Session. Note the date change.

January 24. Tech Session.

February 7. Pot Luck Dinner.

June 20. British Field Day.

Colorado Conclave

By Mike Odernheimer

Want to end your summer with a British car fix big enough to get you through the winter and don't know where to go? Try the Colorado Conclave held in the Denver suburb of Arvada the middle of every September. This year my wife and I had the opportunity to experience the event of which I'd heard so much. It can best be described as a sensory overload. I never thought I'd find myself thinking "how many British cars can I really look at?" but I did. The display covers the entire Arvada municipal park with vehicles arranged by make and model. Not only were there the expected ROWS of MG T series, MGA's, B's., Spridgets, TR2, 3, 4, 6's, GT6's, Spitfires, and Jaguars, there were ROWS of Mini's, Lotus's of every persuasion, TVR's, Land Rovers, Rolls Royces, and a smattering of more esoteric types such as AC, Riley, (ever seen a Riley ELF?), Aston Martin, and a lone Ford Cortina GT (of note here because it's the car I actually learned to drive in).

Interspersed with the cars were numerous private and business vendors peddling everything from marque tie tacks to complete restoration services. Looking for a rusty '65 MGB body shell for \$200.00?

It was there. Need a very used triple SU set up for your AH3000 and a banjo axle for your MGA? Could have also picked them both up there. Or, you could have spent some time chatting with the guy who designed the new aluminum cross flow head for the MGA/MGB engine, pondering the true potential of his demo MGB and its dual Weber set up.

The Conclave is actually a two day event with Saturday set aside for an all day drive through the Rockies west of Denver. Sunday is the show and vendor display so it's the day to be there if you're a non driving spectator as we were. The icing on the cake if you make the trek from Utah is that the show itself is absolutely FREE (leaving you more available cash for that body shell). The only awkward part of the day's events was convincing the flight attendant on the flight home that night that, yes, that Spridget fender would fit in the overhead bin and that banjo axle could go under my seat, no problem!

Left Over Parts

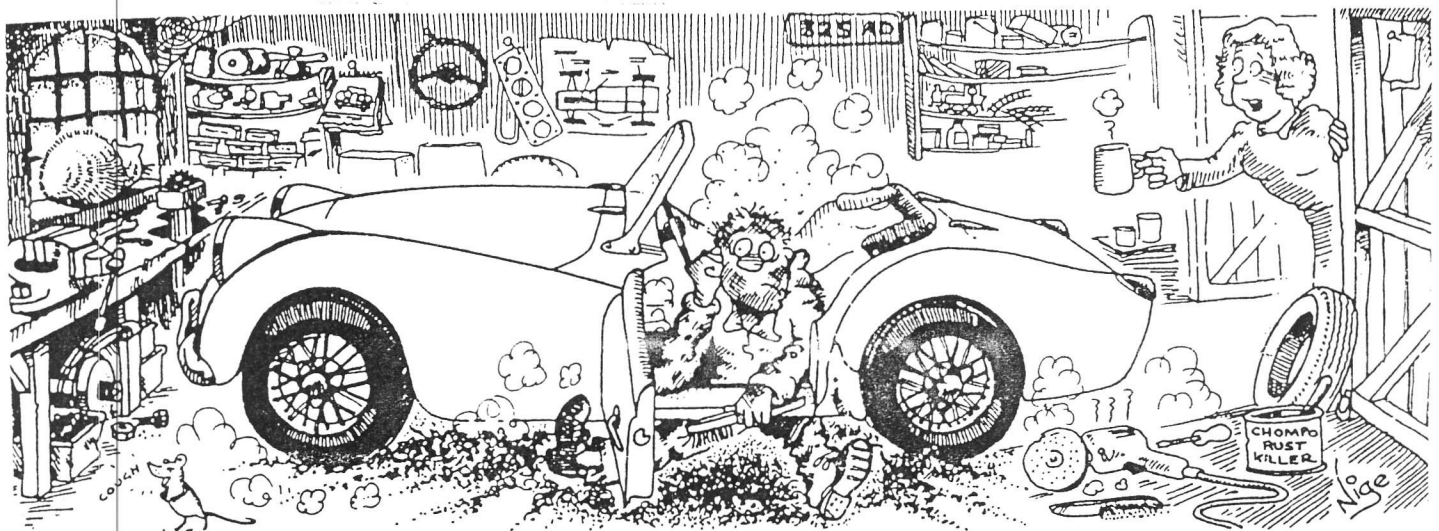
Many thanks to Jim "Pugs" Pivrotto for copying the October newsletter. The editor also needs to thank Pugs, Nathan Massie, and Bruce Schilling for getting out a couple of newsletters while the editor was on various vacations during the summer.

More on Grill Badges!! Duff Lawson (487-5192) has been polling the board to get a decision on going with the new grill badge manufacturer and spending the \$100. to get the art work sorted out. It is likely the new grill badge will have a "slightly" different logo on it. Duff, who designed the old grill badge many years ago, wants to make a few minor changes. It will not be noticeably different to the casual observer.

Let's try this again. 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).

Did you know that MG was on the salt flats in August for the annual speed week? They ran a more or less stock MGF at 217+ miles per hour. The less part of the "stock" car included removal of the windshield, addition of a metal tonneau, a canopy and rollbar, a turbocharger, lengthening the car by 400 mm for stability, addition of a couple of small vertical fins (that appear to be only intended to hold the MG logo), and the addition of a parachute for braking. "The Sacred Octagon" (TSO) which reported the presence of MG on the salt, hints they will be back in '98. We have talked of a run out to the salt in August for many years, but the editor never knows when speed week is going to occur until it is too late to plan the trip, if he finds out beforehand at all. If someone can find out when the event is going to occur would you let the editor know well (a few months) ahead of time.



Have you finished treating that bit of rust in the floor, dear . . . ?

Autojumble

Storage space for rent. Store your car at a Sugarhouse location. \$75 per month. Contact Dean Lowe at 533-9056.

For sale, Triumph TR-250, complete and running, but needs work. \$3,600. Contact Mark Bradakis, 801-573-7246, e-mail mjb@cu.utah.edu

For Sale: '77 MGB, mechanically sound, needs paint. \$2,500.00 or trade. 581-7766 (W) or 278-9203 (H).

For sale, 72 GT6, 2nd owner excellent cond. \$3,195 Pugs 486-0547

For sale 76 TR7, lots of extras \$1,250, Edwin 485-4970

Spitfire parts- 1976 doors, frame gas tank, misc- call for details & prices - Pugs 486-0547

From the Exchequer

Balance as of 8/5/97 \$1672.00

Interest +\$2.55

Newsletter Postage -\$61.21

Balance as of 9/5/97 \$1613.34

Board of Governors: Mark Bradakis, Governor General; Joe Martinez, 255-8326; Bill Davis, 364-1816; Marty Van Nood.

Chancellor of the Exchequer: Martin Van Nood, 467-0525 (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

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Salt Lake City, Utah

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