

British Motor Club of Utah

January 1997

Volume 9 Number 6

A Happy 1997 To You

With the beginning of a new year we need to take care of some club business.

The first item is the annual postcard. There should be a postcard enclosed with this newsletter. You must return this postcard if you want to remain on the mailing list for the newsletter. Since the BMCU does not have dues, or a dues paying membership role, the return of this postcard is our way of finding out if you are still interested in the BMCU. If you don't return it, your February newsletter will have the dreaded red dot on the mailing label. This is your last warning that you are about to be removed from mailing list for the March newsletter.

Every year we remove nearly a hundred names from the mailing list at the end of February. Many of these people tell us later that "the newsletter stopped coming and I want to get back on the mailing list." The reason it stopped coming is that they didn't return the postcard. If you want to stay on the mailing list, return that postcard today!

If for some reason you didn't find a postcard in this newsletter call Bruce Schilling, 486-0425, or even better yet, send him a note at 917 East Millcreek Way, Salt Lake City, UT 84115.

Information from calls tends to end up on the back of old envelopes or the corner of catalogs and often ends up the trash can before it makes it to the computer.

Many people take the postcard season as time to help the exchequer, particularly if

you have not been active in the club during the past year. All donations are gratefully accepted. Just include your donation with the postcard in an envelope and send to Bruce. Remember the BMCU does not have dues. We operate entirely on donations. If you enjoy the club and the newsletter let us know.

The second item of business is the annual pot-luck and business meeting. This will be held on February 15 at St. Mark's Cathedral. Since the BMCU is incorporated as a non-profit corporation in Utah, it is necessary for use to have an annual business meeting. At this meeting the Board of Governors is elected. This group handles all the BMCU business for the year. Being a member of the Board normally involves two or three telephone calls a year. If you would like to be involved in this aspect of the club, you need to be nominated for the board at the annual business meeting. You can nominate yourself, or someone else can do it. Following nominations we will hold an election. Since the number of members of the board is not fixed and if tradition holds, everyone nominated will be elected to the board.

We will also work up a rough event calendar for the year at the meeting. If you have ideas for an event, share them with everyone at the meeting. More information on the meeting and pot-luck will be in the February newsletter.

Carburetor,

or *Carburettor*, *n.* An apparatus in which air or gas is carbureted.

Or so my dictionary says. Roy Beale will be showing us how they carburetor and how to rebuild them at the January Tech Session. The focus will be Zenith Stromburgs, but SUs are very similar and if your car has a British carburetor, or two, or three, independent of type, you should attend this session. We will start at **10:00 AM on Saturday, January 11, at Bill Davis' shop, Great Basin Rovers, 342 West 1700 South** in Salt Lake. The best plan for parking is to approach the shop from Hansen Avenue (1650 South). The shop is on a private drive that runs between 1700 South and Hansen Avenue. Parking on that drive is very limited and non-existent on 1700 South. You can park on Hansen Avenue. The sign can be hard to see, so watch for a Land Rover or two.

As always, Roy will also offer advice on other auto related problems. Get that car running. The beginning of the season is not too far away.

Hint for the Month: How do you "jump start" a positive ground car with a dead battery? Many older British cars are positive ground, i.e., the positive terminal of the battery is connected to the chassis of the car. To "jump" this car, you should follow the same procedure as with a negative ground car, but with special care that the negative battery terminal on the car with a charged battery should be connected to the engine (not the battery) of the car with the dead battery. This reduces chances of sparking and explosion. Don't let the two cars touch.

Cotter Pin Safetying

Castellated nuts are used with bolts that have been drilled for cotter pins. The cotter pin should fit neatly into the hole with very little side play. The plane of the loop should be parallel with the bolt and the pin should be tapped lightly with a hammer so that the loop fits snugly into one of the slots. The lower end (or leg) should be cut so that when bent straight back and down, it just reaches the base of the nut. The upper end of the pin is bent straight up and over the top of the bolt as illustrated in Figure A.

Corrosion resistant materials such as brass, cadmium plated steel or stainless steel are used for external cotter pins. Those used inside the engine area can be made of plain steel. The most common sizes of cotter pins are 1/16", 3/32", and 1/8" diameter.

General rules:

1. The prong bent over the bolt end should not extend beyond the bolt diameter. (Cut off as required.)
2. The prong bent down should not rest against the surface of the washer. (Cut off as required.)
3. If the optional wrap-around method is used (Figure B), the prongs should not extend outward from the sides of the nut.
4. All prongs should be bent over at a reasonable radius. Sharp-angled bends invite breakage. Tapping lightly with a hammer is the best method of bending the prongs.

Thanks to the Abingdon RoughRider Review via the Morris Gazette of the Arizona MG Club.

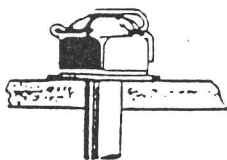


Figure A

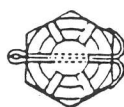


Figure B

Left over parts

Grill badges. We are on the way to new order. We now need ten more prepaid orders from club members and we will get an order off to the supplier. If you want one, now is the time to order it. When they come in the non-prepaid ones go very quickly. We have to order a minimum of twenty-five badges. 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 or at 268-4105. The badges are \$20. each. Send your check to Marty.

Bruce said the newsletter went to 279 people, businesses and clubs last month. That is a record for the club. Thanks to Pugs and Diane Pivrotto for copying all those newsletters. The process of the BMCU obtaining its own non-profit, bulk mailing permit is underway.

I went off looking for a fire extinguisher for my Midget recently. I have Halon extinguishers in my other cars and wanted a Halon extinguisher. If you never heard

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.

January 11. Tech Session. Bill Davis, 486-5049(W) or 364-1816(H). See the article above.

February 15. Pot-Luck and Business

of a Halon fire extinguisher, it is a chemical that is very effective at putting out fires and leaves no residue. It appears that it is also CFC and attacks ozone and thus is no longer available. So I got a more conventional type. You do have a fire extinguisher in your car don't you?

Keep the GoF-West in mind. It will be Ju' 21-25, in Park City. GoF-West is definite, 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 World Wide Web try 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 they can get. Call Doug Wimer, 654-2117, or Floyd Inman, 645-8460, if you can help.

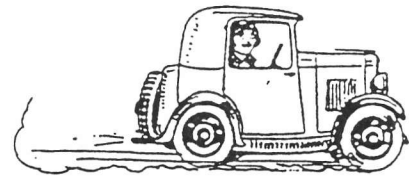
"The British Iron Enthusiast," the newsletter of the British Iron Society of Fargo North Dakota, reprinted a listing of 'British Cars, United Kingdom Current Prices' from the The Motor of July 4, 1951. Read them and weep. The British pound sterling is in the \$1.60 range now, I believe. Does anybody know what exchange rate would have been in 1951? Likely, it was near \$5.00. I wonder what the difference between Total Price and Basic Price is? Tax maybe? Anyone know?

BRITISH CARS

UNITED KINGDOM CURRENT PRICES

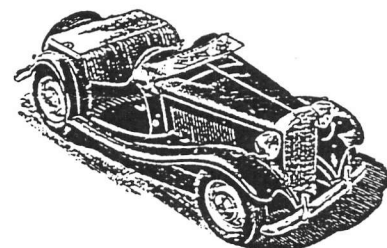
July 4, 1951

The DATES refer to the issue of "The Motor" in which the cars were fully described and illustrated.



	Total Price	Basic Price		Total Price	Basic Price
A.C. (20.10.48)			HUMBER (Hawk, 27.9.50 ;		
2-litre Saloon	£1695 18 0	£1059	Super Snipe and Pullman,		
Sports 5-seater	£1758 6 0	£1098	23.8.50)		
ALLARD (1.9.48; J-type,			Hawk	£1035 18 10	£665
24.8.49)			Super Snipe	£1471 10 0	£945
K2 Two-seater	£1555 10 0	£999	Super Snipe Touring Lim-		
J2 Two-seater	£1712 12 4	£1100	ousine	£1588 3 4	£1020
Saloon	£1634 16 8	£1050	Pullman Limousine	£2295 18 10	£1475
ALVIS (15.3.50; 18.10.50)			Imperial Saloon	£2295 18 10	£1475
3-litre Saloon	£1945 18 10	£1250	JAGUAR (6.10.48; XK120,		
3-litre Tickford D.H.			27.10.48; Mk. VII,		
Coupe	£1945 18 10	£1250	18.10.50)		
3-litre Special Sports			3½-litre Mk. V Saloon and		
Tourer	£1945 18 10	£1250	Droptop Coupe	£1538 7 10	£988
ARMSTRONG			3½-litre Mk. VII Saloon ..	£1553 19 0	£998
SIDDELEY			3½-litre XK120 Sports		
(27.10.48; Whitley, 21.9.49)			2-seater	£1538 7 10	£988
Hurricane Coupe	£1595 18 11	£1025	JENSEN (21.9.49)		
Lancaster Saloon	£1627 1 1	£1045	Chassis (Saloon)	—	£1300*
Whitley Saloon	£1627 1 1	£1045	Saloon	£3230 16 8	£2076
ASTON MARTIN (12.4.50)			Interceptor Cabriolet ..	£2257 1 0	£1450
DB2 Sports Saloon	£2723 14 5	£1750	JOWETT (21.5.47; Jupiter,		
DB2 Droptop Coupe ..	£2879 5 7	£1850	8.3.50)		
AUSTIN (A40, 13.10.48 ;			Jupiter Chassis	£841 10 0	£540
A40 Sports Convert-			Jupiter 3-seater Convert-		
ible, 18.10.50; A70,			ible	£1362 12 2	£875
18.10.50; A90, Saloon,			Javelin Saloon	£989 5 6	£635
A125 Limousine, 21.9.49;			Javelin Saloon de Luxe ..	£1144 16 8	£735
4-litre, 12.3.47)			LAGONDA (8.9.48)		
A40 Devon Saloon	£654 16 8	£420	2½-litre Saloon	£3501 10 0	£2250
A40 Devon Saloon (slid-			2½-litre Droptop Coupe ..	£3618 3 4	£2325
ing head)	£659 10 0	£423	LANCHESTER (18.10.50)		
A40 Sports	£918 3 4	£525	Fourteen Saloon	£1393 14 6	£895
A70 Hereford Saloon ..	£899 1 2	£577	LEA FRANCIS (31.8.49)		
A70 Hereford Saloon (slid-			14 h.p. Four-light Saloon	£1759 5 6	£1130
ing head)	£911 10 0	£585	14-70 h.p. Six-light Saloon	£2070 7 10	£1330
A70 Hereford Coupe ..	£1121 10 0	£720	18 h.p. Six-light Saloon ..	£2148 3 4	£1380
A70 Hereford Coupe			2½-litre Sports 2-seater ..	£1774 16 8	£1140
(power-operated head)	£1152 12 2	£740	MARAUDER (16.8.50)		
A90 Atlantic Sports Saloon	£1315 18 10	£845	Three-seater Tourer	£1666 10 0	£999
A125 Sheerline Saloon ..	£2085 18 10	£1340	M.G. (TD, 18.1.50; 1½-litre,		
A125 Sheerline Limousine	£2288 3 4	£1470	14.5.47)		
A135 Princess Saloon ..	£2529 5 6	£1625	TD Midget	£732 12 3	£470
A135 Princess Limousine	£2723 14 6	£1750	1½-litre Saloon	£880 7 9	£565
BENTLEY (14.9.48)			MORGAN (18.10.50)		
4½-litre Chassis	—	£2145*	Plus Four 2-seater	£794 16 8	£510
Standard Saloon	£4473 14 5	£2875	Coupe	£880 7 8	£565
Park Ward Droptop			MORRIS (27.10.48, 18.10.50)		
Coupe	£6309 5 7	£4055	Minor Saloon (2-door) ..	£519 10 0	£333
Park Ward Fixed Head			Minor Saloon (4-door) ..	£569 5 7	£365
Coupe	£6169 5 7	£3965	Minor Tourer	£519 10 0	£333
H. J. Mulliner Saloon ..	£6161 10 0	£3960	Oxford Saloon	£698 7 9	£448
Young 2-door Saloon ..	£6293 14 5	£4045	Six Saloon	£875 14 6	£562
BRISTOL (24.11.48)			PARAMOUNT (18.1.50)		
Chassis	—	£1325*	Roadster	£776 3 4	£498
Type 401 Saloon	£3260 7 10	£2095	De Luxe Coupe	£895 18 10	£575
CITROEN (29.9.48)			RENAULT 750 (4.2.48)		
Light Fifteen Saloon ..	£1067 1 2	£685	Standard Saloon	£689 10 0	£430
Light Fifteen Saloon (slid-			De Luxe Saloon	£729 10 0	£455
ing head)	£1082 12 3	£695	RILEY (22.9.48)		
Six-cylinder Saloon ..	£1525 18 11	£980	1½-litre Saloon	£1168 3 4	£750
Six-cylinder Saloon (slid-			2½-litre Saloon	£1491 14 5	£958
ing head)	£1544 12 3	£992	ROLLS-ROYCE (10.4.46)		
DAIMLER (20.10.48; Con-			Silver Wraith (chassis) ..	—	£2195*
sort, 14.9.49)			H. J. Mulliner Touring		
2½-litre Special Sports			Limousine	£6752 12 3	£4340
Chassis	£1774 16 8	£1140	7-seater Limousine	£6760 7 9	£4345
2½-litre Consort Saloon ..	£2148 3 4	£1380	Park Ward Six-light Sports		
2½-litre Special Sports			Saloon	£6519 7 5	£4190
Coupe	£2762 12 2	£1775	7-seater Limousine	£6783 14 6	£4360
Straight-eight Hooper Lim-			Hooper Touring Limousine	£6752 12 3	£4340
ousine	£5243 14 6	£3370	ROVER (28.9.49)		
FORD (27.10.48; Consul			"75" Saloon	£1417 1 2	£910
and Zephyr, 18.10.50)			SINGER (20.10.48; Roadster,		
Anglia (8 h.p. Saloon) ..	£437 1 2	£280	14.9.49 and 18.10.50)		
Prefect (10 h.p. Saloon) ..	£522 12 4	£335	Series 4A and 4AB Roadster	£755 18 11	£485
Prefect (leather upholstery)	£542 1 2	£347½	SM 1500 Roadster (export		
Consul Saloon	£662 12 4	£425	only)	—	—
Consul (leather upholstery)	£685 19 0	£440	SM 1500 Saloon	£1051 10 0	£675
Zephyr-Six Saloon	£759 1 2	£487	STANDARD (28.9.49)		
Zephyr-Six (leather uphol-			Vanguard Saloon (Vynide)	£857 1 1	£550
stery)	£784 14 6	£503½	Vanguard Saloon (leather)	£888 3 4	£570
Pilot V8 Saloon	£997 1 2	£640	SUNBEAM-TALBOT		
Pilot (leather upholstery)	£1021 3 4	£655½	(20.9.50)		
FRAZER-NASH (4.2.48 and			"90" Saloon	£1277 1 2	£820
20.10.48)			"90" Convertible Coupe ..	£1362 12 2	£875
Le Mans Replica	£3073 14 2	£1975	TRIUMPH (28.9.49 and		
Millie Miglia Model ..	£3501 10 0	£2250	18.10.50)		
Droptop Coupe	£3268 3 4	£2100	Mayflower Saloon (Vynide)	£654 16 8	£420
HEALEY (16.1.46)			Mayflower Saloon (leather)	£682 1 1	£437½
Chassis	—	£850*	Renown Saloon	£1284 16 8	£825
Tickford Saloon	£2303 14 4	£1480	VAUXHALL (Wynne,		
Abbot Droptop Coupe ..	£2334 16 8	£1500	25.3.48; Velox, 7.9.49)		
HILLMAN MINX (29.9.48)			Wynne	£647 1 2	£415
Saloon	£662 12 2	£425	Velox	£732 12 2	£470
Droptop Coupe	£787 1 2	£505	WOLSELEY (27.10.48)		
H.R.G. (6.10.48)			Four-fifty Saloon	£903 14 6	£580
1100 Sports 2-seater ..	£1277 1 2	£820	Six-eighy Saloon	£989 5 7	£635
1½-litre Sports 2-seater	£1393 14 6	£895			

Excerpt from The Motor
magazine. July 4, 1951.
British cars in production.



Autojumble

For Sale, '79 MGB. Runs good, but body needs work. Good potential for restoration or as a parts car. Sell for \$1,000 or best offer. Call Steve Nelson, work 777-3636 or home 773-7100.

From the Exchequer

Balance as of 11/17/96	1400.56
Interest	+\$2.91
December newsletter postage	-\$67.01
November newsletter postage	-\$66.30
Renewal of our incorporation	-\$20.00
Balance as of 12/20/96	\$1250.16

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

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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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