

# British Motor Club of Utah

February 1997

Volume 9 Number 7

## The Dreaded Red Dot?

Check the mailing label of this newsletter. If there is a red dot on it, it means this will be the last BMCU newsletter you receive unless you return the postcard included in last month's newsletter.

Every year with the January newsletter we send a postcard that you must return to stay on the mailing list. Since the BMCU does not have dues or a dues-paying membership, we must remove the names of people who are no longer interested in the group. We do this with the annual postcard. Was the postcard missing from the newsletter, did you put it in a safe place to mail later and now can't find it, or did the dog eat it? If so send a note to Bruce Schilling, 917 East Millcreek Way, Salt Lake City, UT 84106 (84106 is correct, I got it wrong one place in the last newsletter). If you must, call Bruce at 486-0425, but information from calls tends to get lost at our end, too.

If you have not been active in the group during 1996 and want to help keep the BMCU going, please enclose a donation with the postcard. Everything helps keep the group solvent.

*What kind of oil should you use in your carbs? Roy Beale recommends automatic transmission fluid. Bruce Schilling suggests power steering fluid, not because it is any better but because it comes in a container with a long spout that makes it easy to get the oil into the carb. I use ATF and have bought a pump type oil can to put it into the carbs. Apparently any light oil works fine.*

## Pot-Luck Time

When the BMCU started in 1988, we did a lot of driving events during the summer but searched for things to do during the winter months. In 1989 somebody came up with the idea of Pot-Luck dinner, and the first was held at Kees and Beckie Versteeg's in February 1989. This event has become something of a BMCU tradition and we will be doing it again this year. The pot-luck dinner will be **February 15, beginning at 6:00 PM at Saint Mark's Episcopal Cathedral, 231 East 100 South, in Salt Lake City.** Everyone who will be attending should call Mark or Karen Bradakis, at 364-3251(H) to let them know that you will be coming and what you will be bringing. Everyone should bring something for the dinner, enough for eight or more people. Can't cook? We always need dinner rolls, soft drinks, paper plates, plastic knives, forks, spoons, and more.

When the BMCU incorporated a couple of years ago, this event became our annual business meeting and our incorporation papers say that those attending the pot-luck

constitute a quorum for carrying out club business. Also we must elect the club officers at that meeting. Normally this is only a small part of the activities of that evening, the first, and foremost, is eating. Next is normally talking about and looking at pictures, slides, and videos of British cars. Somewhere down the line we elect officers, and handle any club business that the group must deal with. Normally there isn't much business and we just tell the newly elected Board of Governors to take care of it.

Want to be a member of the BMCU Board of Governors? You will need to be nominated at the dinner, either by yourself or someone else. We always need people to help with other parts of the club too. Want to help write the newsletter, run an event, help organized the British Field Day or the Alpine Loop Run? We need ideas for new events too. Just let the members of the board know. Current board members are: Mark Bradakis, Governor General; Marty Van Nood, Chancellor of the Exchequer; Diane Pivrotto, and Joe Martinez.



## How's Your Carburetor Now?

On the morning of the January Tech Session it was snowing vigorously, and I didn't expect many people at the session on Carburetors. Carburetors always seem to be a good topic and we got a large group out to about them. Roy Beale mainly focused on Zenith Stromburgs, but we drifted onto other types and things too. We disassembled one from a MGB and talked about problems and their fixes. Two key points are the diaphragm and leaks from the piston damper. Roy said that many of the problems with the diaphragm could be avoided if the damper was not over-filled. If the damper cylinder is filled to less than a half inch from the top, this will help keep oil away from the diaphragm. Oil collecting on the diaphragm will cause it fail. One of the reasons people tend to overfill the damper is that the oil is leaking out. This occurs because an o-ring seal on the needle adjuster has developed a leak. This is not difficult to fix and can be driven out, but the resulting burrs from the star washer holding it in place must be honed out before replacing the seal or the new one will leak worse than the old one.

We discussed a prime cause of rich running with Zenith Stromburgs, a leak in the "choke" mechanism, caused by the warpage, and how to fix this, at least temporarily. The Air Bypass Valve and Throttle valve mechanisms were also discussed.

Attending were Doug Barneck, Joe Martinez, Pugs Pivrotto, Roy Beale, Carlin Jacobson, Doug Borba, Bruce Schilling, Gary Lindstrom, Tom Grover, Laura Grover, Barry Blackett, Mark Bradakis, Otto Ratz, Tony Velez, Gregg Smith, Issac Yamamoto, Nathan Massie, Bill Davis, Kerry Oldham, Bill Van Moorhem, and perhaps, some people the list missed. Many thanks to Bill Davis and

## Left Over Parts

Kerry Kerry Oldham for letting us use their shop and to Roy Beale for another outstanding session.

The hint for the month got badly cut up in the last minute rush to get the newsletter out. *Do not do what the hint said to do last month!* The correct statement was:

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 chassis of the car. To "jump" this car you should follow the same procedure as with a modern negative ground car, but with special care that the negative battery terminal on the car with a charged battery is connected to the negative terminal on the battery of the car with the discharged battery.

The lead from the positive terminal of the car with charged battery should be connected to the engine (not the battery) of the car with the discharged battery. The reason for connecting to the engine, not the battery, is that when making and disconnecting this connection there is often some sparking and the battery can produce hydrogen gas while it is being charged. I'll leave the possible results of those two phenomena to your imagination. Be sure the cars are not touching when you "jump" them.

## 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.

**February 15.** Pot-Luck and Business Meeting. Mark and Karen Bradakis, 364-3251(H).

**March 15.** St. Patrick's Day Parade. Based on past history this will be the first driving event of the club for 1997.

July 21-25. GoF-West in Park City. All MGs are welcome. Contact Beckie

We got a letter from David Hobson, telling us that his car (a Jag, I bet) should be on the road in 1997 and that he will be joining us for some events. He also worked out the approximate value of the English pound in 1951. Last month's list of "new" car price listed the 1951 Jaguar XK120 at 988 pounds. It sold for \$3,945 in the U.S. So, ignoring shipping and duty, the English pound would be equal about \$4.00. Think you could buy a 120 for \$4,000. now? I saw one recently that was not in too bad of a shape, but certainly needed some tender loving care, an interior, new paint and, perhaps, an engine rebuild. The asking price was \$12,000, if I remember correctly.

Grill badges. We are on the way to new order. We now need ten more prepaid



*"Actually I started out in quantum mechanics, but somewhere along the way I took a wrong turn."*

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 the badges 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 281 people, businesses and clubs last month. I keep having this dream (nightmare, maybe) that someday half of the people on the mailing list will turn up for an event.

The editor has been writing the newsletter for over eight years and is running out of ideas. If anyone would like to get involved with producing the newsletter let someone on the board know or talk to the editor.

Speaking of the membership list, the businesses and clubs the newsletter goes to are: C.A.R.S. (the wholesale branch of Moss Motors), Bonneville Austin-Healey Club, Iron Horse Motorcycle Works, Moss Motors, South Alabama British Car Club, University Motors Ltd., North American MGB Register, Morgan Sportscar West, British & European Car Service, British Car Specialists, British Iron Society, Wasatch Jaguar Register, Sorry Safari Touring Society, British Auto Club of Las Vegas, Long Motor Corp. (the parent corporation of Victoria British), Portland Triumph Owners Association, Arizona MG Club, Rocky Mountain MGT Register, and S.W. Idaho Sports Car Club. We get newsletters from most of these clubs and often exchange articles and cartoons.

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 World Wide Web 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 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.

### CASTROL CLASSIC OIL RECOMMENDATIONS FOR MG MODELS 1936-1981

MG MODEL	ENGINE Qty	GEARBOX Qty	AXLE Qty
1936 P & PB	XL30 10pt	EP140 2pt	EP140 1.5pt
1936 N type	XL30 14pt	EP140 2pt	EP140 1.5pt
1936-40 2 litre	XL30 20pt	EP140 2.25pt	EP140 2pt
1937-40 TA	XL30 11pt	EP140 2pt	EP140 2pt
1937-40 1.5 litre	XL30 11pt	EP140 1.75pt	EP140 2pt
1939-40 2.6 litre	XL30 20pt	EP140 2.25pt	EP140 2pt
1940 TB	XL30 10.5pt	EP140 1.5pt	EP140 2pt
1945-49 TC	XL30 10pt	EP140 1.5pt	EP140 2pt
1947-51 YA	XL30 10pt	EP140 1.25pt	EP140 1.5pt
MG models 1950 onward may use XL20w/50 as an alternative to XL30			
1950-53 TD	XL30 10pt	EP90 1.25pt	EP90 2.25pt
TD Eng.14948On	XL30 11.5pt	EP90 1.25pt	EP90 2.25pt
1952-53 YB	XL30 10pt	EP90 1.25pt	EP90 2.25pt
1954-55 TF	XL30 11.5pt	EP90 1.25pt	EP90 2.25pt
1954-65 ZA	XL30 7pt	XL30 4.5pt	EP90 2.75pt
1956 MGA	XL30 7pt	XL30 4pt	EP90 2.75pt
1957-61MGA T/cam	XL30 13pt	XL30 4.5pt	EP90 2.75pt
1959-62 MGA 1600	XL30 8pt	XL30 4pt	EP90 2pt
1959-61 Magnette 3,	XL30 7.5pt	XL30 4.5pt	EP90 2.25pt
1961-68 MidMk1,2,3	XL20/50 6.5pt	XL20/50 2.25pt	EP90 1.5pt
1962-68 1100,1300	XL20/50 8.5pt	( includes manual gearbox)	
1962-81 MGB,GT	XL20/50 7.5pt	XL20/50 4.5pt	EP80/90 2.25pt
1967-69 MGC,GT	XL20/50 12pt	XL20/50 4.5pt	EP80/90 1.75pt
1973-76 V8	XL20/50 8pt	EP90 6pt	EP80/90 1.5pt

N.B: Above recommendations are for manual gearbox models.

For MG models prior to 1936 Castrol Classic GP50 (SAE50) and Castrol P351 (SAE40) are available.

## Autojumble

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

For sale or trade, bumpers front and rear, grill, top frame (store in trunk type) for '65 MGB. I need a grill and both bumpers for '70 MGB. Call Lynn Saunders: Odgen, 621-2350; Salt Lake, 392-6777; or Home, 731-0356 after 5:00 PM.

Wanted: MG-TD bonnet, wheels and steering wheel. Call Mike Porter, 547-9239.



## From the Exchequer

Balance as of 12/20/96	\$1250.16
Donations	+\$172.00
Interest	+\$2.40
January newsletter postage	-\$67.27
???	+\$38.00
Balance as of 1/15/97	1395.29

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.

### Gathering of the Faithful West

Olympic Park Hotel, Park City, Utah

July 21-25, 1997

## British Motor Club of Utah

1322 South 1400 East  
Salt Lake City, Utah 84105

Address Correction Requested

Bulk Rate  
U.S. Postage  
PAID

Permit No. 6160  
Salt Lake City, Utah