

British Motor Club of Utah

February 1998

Volume 10 Number 7

Return Your Postcard!!

If you have not returned your postcard and want to remain on the BMCU mailing list, send it in now! The March newsletter will only be sent to those who have returned the postcard. Lost the postcard? Send a note with your name, partner/spouse's name, address, nine digit zip code, phone numbers, both home and work, with area codes, a list of the British cars you currently own, and your e-mail address, if you have one, to Bruce Schilling, 917 East Millcreek Way, Salt Lake City. A note is best as it is less likely to get lost, but if you must, you can call Bruce at 801-486-0425 or e-mail him at <partsmaster@sisna.com>.

It's Time For The Pot-Luck Dinner

When the BMCU was first organized, Pete Gerity suggested that we do everything possible to avoid business meeting, elected officers, and by-laws. That bit of advice was taken to heart and it accounts for much of the way that the BMCU operates. The first February Pot-Luck was held at Kees and Becky Versteeg's home as a chance for the group to get together during the dead of winter. Later Pot-Lucks became a chance to plan what we are going to do during the next driving season.

As the BMCU grew and became more active, incorporation seemed to be the prudent course, and that required officers and a business meeting. Grant Clayton and Marty Van Nood, who drew up the articles of incorporation for the group, tried to

require as little structure as the state would allow. Thus we have one business meeting a year in February, and associated with a Pot-Luck dinner, to elect a Board of Governors for the upcoming year. This board handles all club business during the year. All members are invited to the meeting/pot-luck and those that attend constitute a quorum to elect the board. The focus of the event is still dinner and conversation, and there is always lots of food to go around.

The dinner will be held at *St. Mark's Episcopal Cathedral, 231 East 100 South, in Salt Lake, beginning at 6:00 PM on Saturday February 7*. Mark and Karen Bradakis (801-364-3251(H)) will be keeping track of who will be attending and offering advice on what to bring, so we don't end up with only desserts (not a bad idea on second thought). Please give them a call if you will be attending. We definitely would like each person or couple to bring something for the dinner. If your cooking skills are poor we can always use soft drinks, rolls, ice cream, paper plates and such. Bring enough for at least eight people. The cathedral has a large, well-equipped kitchen to heat whatever needs to be heated and cool anything that needs cooling. Also bring along photos, videos, slides or whatever of your car(s) and other British cars. We will have a slide projector there and the cathedral also has a great projection video system.

After some good conversation and food we will elect the Board of Governors for the upcoming year, and try to work out the '98 calendar. We need people to be board members and new ideas for events. If you would like to become a board member, you will need to be nominated at the dinner. You may do this yourself or ask someone to nominate you. We need, at

least three, "natural" people to be Governors (don't you love that legalese?) and have had four for the last few years. (Guess how many have been nominated?) Being on the board is not time consuming or difficult. Normally it seems to require a few telephone calls during the year and deciding whether we should spend a few dollars here or there. The board elects its own Governor General, who acts as chair of the board. Current board members are Mark Bradakis, Governor General, Marty Van Nood, Chancellor of the Exchequer, Joe Martinez, and Bill Davis. Don't want to be a Governor, but still want to help out? Be the leader on one of our events, or help out with the Field Day or Alpine Loop. We'll hear more about those events at the dinner.

Hint for the Month

By Norman Nock

WIRE WHEELS: The splines on wire wheels must be lubricated, but use silver coloured anti-seize instead of nasty, gooey, black grease. Both will travel through the spoke holes, but the silver does not discolour the wheels. For that matter, it is possible to smear the inside of the hub with RTV silicone sealant to prevent the lubricant from escaping. Of course, now the water that gets inside will not be able to escape, either. The knockoffs need only be tightened with several monster blows with the hammer. Watch old racing movies to see what the mechanics did in the pits—just a couple of swings and off they went. The new Clark & Clark wire wheel wrench gets the spinners plenty tight without damaging the wings.

The Internet and British Cars

It is likely that many of you have access to the internet: e-mail and the World Wide Web. If so, you are aware of the mass of information, on just about any topic, that is available through that system. Some of this information is useful, some frivolous, and some simply wrong, but it is all out there. For those interested in British cars there is a similar mass of information. Some of the more interesting sources are the mailing lists currently run by Mark Bradakis, Governor General of the BMCU. These mailing lists began with a small number of British car enthusiasts nearly ten years ago who formed a mailing list where any member could send a message: an inquiry; an answer to an inquiry; or a comment about British cars to a central computer. This computer would then distribute copies to everyone on the mailing list. This list grew rapidly and had over 2000 members at one point, with members on six continents. With this membership it became unwieldy and was broke into a number of different mailing lists with more specialized subjects than simply British cars. At present a few of the lists are for Alpines, British cars, Pre-War British cars, Healeys, MGB-V8s, MGs, Minis, Morgans, Morrisies, Rileys, Spridgets, Tigers, Triumphs, plus general topics like autojumble, autocross, BMCU, Chapman-era, newsletters, shop talk, vintage racing, and Vintage Triumph Register. Mark reports that currently there are more than 7300 members on the various lists.

Interested in getting on one of these mailing lists? Before you do it, think about the volume of traffic on some of the lists. The editor seems to get at least 30 to 40 messages a day from both the MG and Spridget lists. You are under no obligation to read them, if your computer has a "delete" key, but you likely will. There is no need to reply—it seems that at least 10 people will reply, with the same answer to an inquiry or with different answers, each claiming they are correct. Even if you don't take part in the discussions, and

become what is known as a lurker, there are good questions and good answers given that you will be able to see. Last week someone in the BMCU asked the editor how to remove a stuck oil drain plug in a TD. A day later the same question was asked on the MG list and some good solutions were given by people who had dealt with the same problem. Others gave answers that would be a recipe for disaster.

If you want to try a list send an e-mail message to MAJORDOM@autox.team.net with the word "help" as the first line in the message. If you include the word "lists" on the second line you will both find out how to subscribe and what the lists are available. The message should not have a signature or anything else, just the two words, without quotes. Want more information? Talk to Mark.

Notice that one of lists is for the BMCU. I discovered Mark had created this last week and will try to use it in the future if we get some BMCU members signed up for it.

Think About It

By John Ammon

Editor's note: The following article appeared in the April 1989 issue of the BMCU Newsletter. The message is timeless, however, and especially important in these times of major road construction since it could be some time before help can get to you.

Recall those seldom seen Salt Lake City winter mornings that are clear, crisp and the pavement is ready for those rolling wire wheels. You know, its one of those once or twice a year "British countryside days" for us British make-believers. Maybe a little impractical but, nevertheless with a good Jag heater, warm tweed hat and scarf, how could Beth and I, plus our dog, Tillamooke (a fuzz ball/fur depositing malamute), not enjoy our first winter's spin in the countryside.

The 3.8 introduced itself with its typical twin SU hollowed exhaust note; that is, once its air cleaner was removed and it was

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 7. Pot Luck Dinner. Karen and Mark Bradakis, 801-364-3251(H)

June 20. British Field Day.

July 5-9. GoF West in Monterey, CA.

July 8-12. 7th Annual North American MGB Register Convention. Hagerstown, MD.

September 4-7. The Annual Steamboat Springs Vintage Race.

October 23-25. Triumphest. San Luis Obispo, CA.

primed (mistake number one was to put it air cleaner in the trunk). As 64th south rolled into just another location toward our make-believe countryside rally, the intake system made some definite "burps." This, I quickly rationalized, to the copilot, as being a non-mechanical flaw, the result of "old fuel" from some number of months of having not been run. However, this thought was quickly discarded due to the definite smell of something burning from the engine compartment and my simultaneous panic comment of "Oh @\$%!"

The following sequence of events occurred only under great stress and mostly from involuntary reaction. First, I raised the hood just in time to notice the plastic fuel lines melting from an S.U. carburetor fire! "Oh @\$%!!" This can not happen!! "Get out of the car and call the fire department!" Action number two was to run to the back seat and get the dog's blanket to smother the fire. The result was immediate nylon blanket meltdown, with now more fuel to burn. Next, was to pour the newly purchased gallon of anti-freeze on the melting blanket which only created a volcanic, nylon spitting reaction.

By now, the fire had covered most of the engine compartment and was producing too much heat to stay within combat range. As the heat pushed me back, I vaguely recall being angry with the slowing down of traffic and their rubber necking. Obviously, someone/somehow needed to get out of their noninvolvement and help me do something to save the Jag! It was out of control and I was going into shock!

As I recall, it was tire squealing that caused me to turn around to see a lady dodging traffic, while running toward me, with her arms extended, holding a fire extinguisher. "You can use this," was her only comment!!

The Murray Fire Department arrived in time to find me thanking the lady for helping. Although most of the engine wiring and rubber had been burned and the front part of the car was covered with white chemicals, I was glad to, at least, be able to sit inside and gaze over the blistered hood as we towed it home.

I strongly suggest a fire extinguisher in every auto you drive. I now have one.

Left Over Parts

Just a brief reminder, if this newsletter makes it out before the January event, there will be a Tech Session on front suspensions and steering on Saturday, January 24, beginning at 10:00 AM. The session will be in Room 2160 of the Merrill Engineering Building at the University of Utah. Roy Beale will be doing this session for us. Call the editor, 801-582-9223(H), if you need directions.

The GoF-West '98 will be in Monterey, July 5-9. The T-series group has started planning the trip. If you are interested contact Floyd Inman, 435-645-8460 and make hotel reservations soon.

Still no information on the VTR convention. Are there any Triumph owners out there??

Important news for MG drivers. 1999 seems like it will be a big year for MG conventions in the West. Dates seem a bit loose at the moment but as we understand it, the North American MGA Register (NAMGAR) will hold its national convention, GT-24, at Lake Tahoe in June of '99. The North American MGB Register's (NAMGBR) convention, MG '99, will be in Vancouver, British Columbia in July. Sometime during the summer (early July?) the GoF-West '99 (T-series and all MGs) will be at Whistler Mountain ski area just outside of Vancouver, BC.

GT-24 is particularly important to MGA drivers. The last NAMGAR GT (Get Together) in the West was in 1987 in Seattle. Since then I do not believe there has been one west of the Mississippi until 1997 when it was in Texas. I know, being one, there are several "A" owners and NAMGAR members in the group and we really should get together and make the trip in convoy. The T-series owners do this annually to go to GoF-West and have a ball. It would be a pleasant two day drive to Tahoe via U.S. 50.

We also have lots of B owners and are a chapter of NAMGBR. A group of B owners should do the same for MG '99. A trip to Vancouver in a B would be a piece of cake compared to a T-series car.

While we are rambling on about trips, the idea has been kicking around for a two or three day BCU trip, possibly in Southern Utah, in 1998 over the Memorial Day weekend. A possible route would be I-15 & US 89 to Panguitch or Ruby's Inn, Utah 12 to Torrey, and Utah 24, US 89 and I-15 back to Salt Lake. The editors did this on their own several years ago. Over three days this is an easy trip and one with outstanding scenery. Utah 12 is great, and passes through both Bryce Canyon and Capitol Reef National Parks. A trip like this demonstrates three things: one, well prepared MGs, Triumphs, and other British cars can easily do it; two, traveling in a small car requires some planning so you have what you need and figure out where

to put it; and three, the attention that the cars draw. Interested? Talk to the editor at the Pot-Luck or sooner.

More on Grill Badges!! We are slowly progressing on grill badges. We are getting some copies of the grill badge logo to send out for bids.

Give your thanks to the people who keep the BCU running at the dinner: Nathan Massie, who lays out the newsletter, Jim "Pugs" Pivrotto who copies it, Bruce Schilling, who mails the newsletter and maintains the membership list, Duff Lawson who tries to get us grill badges, the Board of Governors, who answer our questions, particularly Marty Van Nood who answers questions about money, and all the people who have helped with events.

Last month in the Hint for the Month, we forgot to mention yellow and light green wires. These occur on more modern cars. Yellow are used for overdrive connections and light green for flasher circuits and voltage stabilizers.

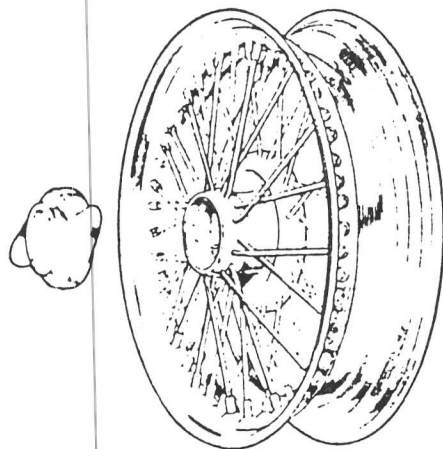
British Car magazine has an excellent article on basic electrical systems in the February-March '98 issue. British Car is available from bookstores that have a large selection of magazines.

The hint for the month has been lifted from a collection of articles written by Norman Nock and originally published in car magazines and club newsletters around the country. Norman owns British Car Specialists (2060 N. Wilson Way, Stockton CA 95205, 209-948-8767) and has worked on British cars since 1946 when he began an apprenticeship with Lucas. He sent me a copy of his book in 1995 and I used some articles from it in the newsletter, but I just rediscovered it while cleaning up the room where I write the newsletter. Looking at it again is like finding a long misplaced favorite tool. If you would like a copy, and I highly recommend it, send \$29.00 + \$4.00 shipping to British Car Specialists or give them a call with your credit card in hand. I believe there are versions of the book for MGs, Triumphs, and Healeys, but many of

the articles are generic. The MG version has many of the service bulletins from the MG company from the '70s on, besides Norman's own hints.

From the Exchequer

Balance as of 12/10/97	\$1708.39
Interest	+\$2.95
Donations	+\$55.00
Balance as of 1/6/98	\$1766.34



Knock it off: Twin Cam knock-offs (squared wing ends and flat faces) are NOT interchangeable with other knock-offs with the same thread. The inside tapers are different, and will damage your wheels. John Twist (AMGBA) W 130

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