

British Motor Club of Utah

August 1998

Volume 11 Number 1

The 11th Alpine Loop Run

The Alpine Loop Run, the trip that started the BMCU, will be run for the eleventh time as the August event. As we have for the past many years, we will meet in the southeastern part of the *South Town Mall parking lot, at 10600 South and State Street at 9:00 AM on Saturday, August 15*. The mall will be difficult to reach this year since the 106th South exit from I-15 is closed. Check out the Monday's newspaper to find out what exits are open that will allow you to reach State Street.

Turn west off State at the mall entrance just north of 10600 South and we will be meeting just in front of you. This event is a major fund raiser for the club so things are a little slow getting going, but don't count on it. This is normally a rather large event, often with 30 or 40 cars taking part.

The classic route is from the mall, south on State nearly to the 123rd exit where we jog left and get on the I-15 frontage road. On the frontage road we pass Point of the Mountain and reach Utah 92, the road from I-15 heading east toward Highland, Alpine, and Timpanoogos Cave. At the intersection of Utah 92 and Utah 74 is the Alpine Store, which has been rebuilt into a large convenience store and gas station. We normally stop here as the group descends on the rest rooms for a pit stop and to allow anyone from Utah County or points south to join us. Next, up American Fork Canyon to the true Alpine Loop Road passing east of Mount Timpanoogos. This is a narrow, twisty, but very scenic road

it leads us over a high pass and down to Provo Canyon. Heading east up Provo Canyon we eventually reach US-40 in Heber, where we stop for lunch (bring a

picnic or purchase something in Heber) in the park behind the city hall. From Heber we return to US-40 and then break off to the east of the Jordanelle Reservoir on Utah 32 passing through Francis, Kamas, Oakley, and Peoa. Then, up Brown's Canyon Road to Utah 248 and into Park City for the traditional loop down Main Street. Finally, out to I-80 where the group normally stops and says farewells, before the mad rush down Parley's canyon.

This is a challenging trip for many of the cars—we have steep grades, high temperatures and some of the most scenic countryside in Utah. The trip must be something over a 100 miles, but is a BMCU classic and enjoyable to a first timer and an old hand. If your B-car is not running feel free to use your foreign car, but we ask that you bring up the rear.

For more information contact the editors, Bill or Julie Van Moorhem, at 801-582-9223 or Karen or Mark Bradakis at 801-364-3251. Don't miss this one as we head toward twenty years of Alpine Loops!

MG on the Salt Flats

In the November '97 newsletter we reported that MG (Rover) had had a MGF on the Salt Flats during the '97 Speed Week to set a new class record. They achieved this with a speed of 217+ mile per hour. MG Magazine has just reported that MG will return to the Salt Flats again in '98 to again attempt a new record highly modified MGF equipped with Rover V-8. Want to go out and see what is going on? The problem is that the California Timing Association Speed Week is from Sunday, August 16 to

Friday, August 21. So most of it is during the work week. I am seriously thinking of going out to Wendover during that period for one day. Interested in joining me? If so give the editor, Bill Van Moorhem, a call at 801-582-9223 (H) or 801-581-7687 (W). I will be out of the country from July 9 to August 6, so that is not the best time to call. We can try to work out a mutually agreeable day and make the trip.

The Europa, Part III

By Rich Sheya

The Europa saga continues. Last month Rich had purchased the car of his (high school) dreams and then made several contacts with the earth, but all ended up right with the world.

The ex-Lotus dealer in town has a very interesting fellow working there by the name of Willy. Willy has a very heavy German accent and at times he can be very difficult to understand. This dealership is Willy's little kingdom and woe to the uninitiated who enter there. After talking with "Villy," I learned that there was a wrecked Europa in the back lot of the dealership. Joy of Joys! I told Villy that I needed rear springs and shocks. "OK," he says, "I will get you ze parts when I have ze time." OK, I'll call back. One week later, I call again, "I will get you ze parts when I have ze time." Six weeks later, after a toe to toe screaming match with the obstinate, hard-headed old coot, I finally decided Villy and his bizarre parts policy could rust in hell, and I'd find the parts I needed elsewhere.

Four days later, after two phone calls and "my visa number is -----," I had a brand new pair of Konis and two springs. The

car finally looked like it should, all the tires more or less straight up. All was right in the world again, birds chirping, roses and sunshine....

"What's that clunking back there?" The universal joint on the left rear halfshaft was going through its death throes even as I was enjoying the springtime sun. I found that the rear suspension of a Europa has a propensity to weld itself together and no amount of cursing, pounding, chest beating or screaming will get it loose. I know because I tried them all. After dismantling the whole rear suspension, trailing arm, hub and all, and loading them in the wife's Rabbit, down to the local machinist we went....

"A HUNDRED AND THIRTY DOLLARS?!!!!!? just to press on two "U" joints?" "Well," he says, "the bearings were shot so we replaced those and the shaft was all chewed up so we had to build it up and then machine it down to the proper size. And besides, you told us just to fix it." Oh well, stupid me. Back home and I put the car back together. Hey world look at me! I'm driving around in a real exotic car!....

Once a year, I take my wife and we go out for a night on the town. As the big date approached, I convinced her that the Lotus was indeed road worthy. We went out and had a wonderful evening: dining, dancing, and enjoying each other's company. On the way home, the car's lights were suddenly very dull and yellow. The alternator had malfunctioned. What a swell car. We limped home under "impulse power" and I took care of the problem the next day.

The Lotus was pretty good to me for several weeks after that. No major breakdowns or weird problems, and I kind of figured that maybe it would hold together for a while....

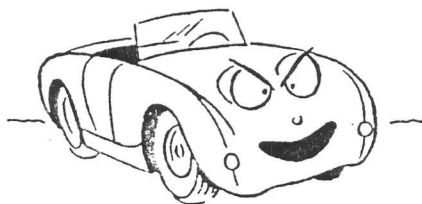
Starting out from a stop light I pushed in the clutch to shift from first to second. There was a bang and the clutch pedal slammed to the floor and stayed there. I coasted into a 7-11 parking lot and called

the towing company. "There's a small yellow garbage pile in this lot that need to be transferred to my driveway." "No problem," he says, "it'll cost you \$65.00." Big sigh, "OK, my visa number is - - - -."

The new clutch cable was here in a couple of days and took about 20 minutes to install. After that, things went pretty well for a couple of months. The handling of the car was spectacular and all of the systems seemed to be working well....

I had an early appointment one morning and driving to it I noticed a faint blue cloud following me down the freeway. Bad news. That evening, I did a compression test on the engine. The compression on three cylinders was around 90 lbs. On one cylinder it was all the way up to 35. A shot of oil in the low cylinder confirmed my suspicions—bad rings. Well, it never did have enough power to suit me anyway. The engine in a S2 Lotus Europa is a #821 Renault engine with a few modifications for Lotus. It's an aluminum block with wet liners for the pistons. Very simple, very easy.... a call to California and "my visa number is - - - - -" got me a set of liners, pistons, rings and gaskets. One Saturday afternoon, after getting the pistons pressed onto the connecting rods, I put the engine together. The compression was around 150 psi in each cylinder. All right!!!! We got us a ground pounding monster!!!! Look out 280Z's! The engine rebuild gave me something better than the anemic performance that had plagued me since I acquired my "race car." But it still was far short of what I considered proper for Lotus. However, since my Visa was approaching critical mass, I decided to live with what I had....

Stay tuned next month for the rest of Rich Sheya's love-hate relationship with his Lotus.



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.

August 8-9. Annual Healey Days of the Bonneville Austin-Healey Club. At the Olympia Park Hotel in Park City. Contact Sandy Maxwell at 801-943-4803 for information.

August 15. 11th Alpine Loop Run. Bill Van Moorhem, 801-582-9223, and Karen Bradakis, 801-364-3251.

August 23. "I Remember When ..." car show in Nampa, ID. Contact Rosie Hale, 208-362-4146.

September 4-7. Trip to the Annual Steamboat Springs Vintage Race. Bill Van Moorhem, 801-582-9223.

September 7. Miner's Day Parade in Park City. Floyd Inman, 435-645-8460.

September 19-20. Arvada (Colorado) All British Conclave. Contact Rod Tomkins at 303-337-6866 for more information

September 26. Mount Nebo Loop. We need a leader.

October 17. End-of-the-Season Dinner. Greg and Susan Chester.

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

October 30-November 1. Rollin' On the River, car show, rallye, and dinner by the Arizona MG "T" Roadrunners in Laughlin, NV. For more information contact Lee Kaplan, 602-937-1203.

November 14. Tech Session.

January 16. Tech Session.

February 13. Pot-Luck Dinner.

June 14-18, 1999. National MGA Convention at Lake Tahoe.

Left Over Parts

Thanks to Andy Lindeman for copying the July newsletter.

We received a stack of registration forms for the "I Remember When ..." car show in Nampa, ID. This a fund raiser for the Alzheimer's Association. It is Sunday, August 23, from 11:00 AM to 4:00 PM. If you would like a registration form contact the editor or Rosie Hale at 208-362-4146.

Remember, the BMCU is an affiliated organization of the North American MGB Register, NAMGBR, and we would like to remind all B and Midget owners that this is your national organization. For \$25 per year you get their award-winning magazine, MGB Driver, discounts from their advertisers, technical advice, a dash plaque, local, regional and national meets, a great membership list (people who can help if the car dies in the middle Kansas), and membership in an organization that supports the BMCU through their insurance program. If we support them, they will support us. Contact Mike Bailey, the Editor or their web site (www.namgbr.org/namgbr/index.htm) for membership information. Make sure you tell them you are a BMCU member.

If you are planning on going to Steamboat Springs for the Vintage Races and Concours this year, you should have reservations now. For motel or condo reservations there is central number for Steamboat Springs, 970-879-0740, if you want to camp, the best place is the Ski Town KOA Campground, 970-879-0273. The campground has showers, a pool, and a hot tub. All the motels, condos and the campground will be full on Labor Day weekend, the weekend of the race. The best plan, if you want to see everything, is to arrive Friday, and depart Monday. Pre-paid pit passes are \$20. for the weekend, opposed to \$25 at the gate. You can get order forms off the World Wide Web. We don't know the web address, but search under Steamboat Vintage Auto Race.

Sharon Forster is going to have some of her photographs in the automobile art show at Steamboat Springs. I assume it will be in the old railroad station. Stop in if you are in Steamboat.

Sharon also talked to her contact about the future of the Steamboat Springs race. She was told that, yes, there will be no race next year (1999). Mike Cady also was in Steamboat recently, he say there is a lot of construction underway on the hill in the center of the race course. Both report plans (dreams?) are underway to build a track in the Steamboat area that could be completed in 2000. Sharon's contact also denied that there is any consideration by Rocky Mountain Vintage Racing to hold the race near Park City. Perhaps IVR (Intermountain Vintage Racing) is thinking about this again.

Just a note about Mike Cady (white XK-120 coupe), we recently learned that he had heart surgery in January. He has recovered from it and we should be seeing him at some events.

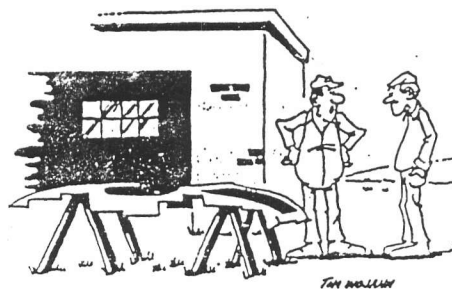
We need a leader for the September Mount Nebo Loop trip. If you are willing to help out on that trip please let the editors, Bill and Julie Van Moorhem, know at 801-581-9223.

The Bonneville Austin-Healey Club will be holding its annual Healey Days at the Olympia Park Hotel on August 8-9. There will be an All-British Show on Saturday the 8th from 12:00 to 3:00, a hospitality hour from 6:00-7:00 and the awards Banquet will begin at 7:30. Sunday, there will be a Mirror Lake Road tour beginning at the hotel at 10:00. Registration for the car show is \$5.00 and the banquet is \$25 / person. Contact Sandy Maxwell at 801-943-4803 for information.

MGA owners, we have definite information that the North American MGA Register (NAMGAR) 1999 national convention will be at Lake Tahoe on June 14-18, 1999. The BMCU will try to put a group together to attend this event. Start thinking about your plans now and join

NAMGAR. We will be contacting all MGA owners about this. It is a unique experience to attend a national meet.

Hint for the Month: There are three general types of SU electric fuel pumps: those with no electrical protection to prevent burning of the points, those with a capacitor (condenser), and those equipped with a diode. The first two will work on either positive or negative ground cars. Fuel pumps with a diode will work only with either a positive or negative ground, depending on how the diode is wired into the fuel pump. The no-protection pumps occurred on early cars and resulted in the need to clean and file the fuel pump points regularly. The diode is the most modern protection and dramatically reduces the fuel pump maintenance. Capacitor equipped pumps fall somewhere in the middle between no-protection for burnt points and diode equipped pumps. Burnt points are a common cause of fuel pump failure and can be prevented by cleaning the points regularly and equipping the pump with a diode. If you plan on doing this the parts are available from Moss, and, likely, most other dealers. Make sure there is room under the plastic end cap on the pump for the diode.



"Once I got the rust cut away I wondered if it was worth restoring."

Tom Wilem

Autojumble

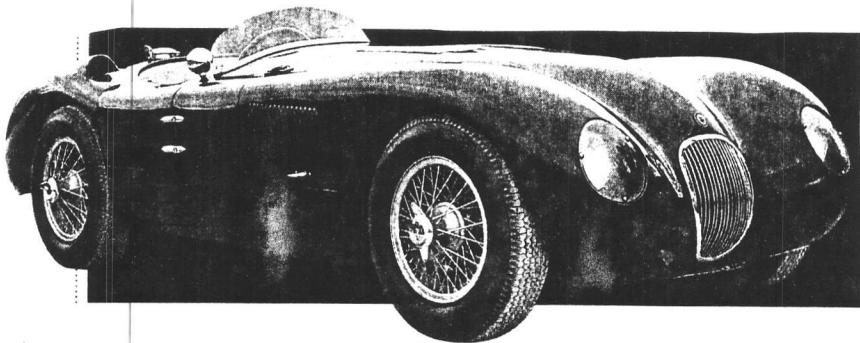
Apparently somebody is selling a TR3 (white?). We keep getting asked about it. Anybody know anything about it?

For Sale: '59 Bugeye Sprite, complete car with partial restoration, with '64 parts car, plus a rotary engine/trans/Sprite conversion kit. 568-2202.

From the Exchequer

(We ran out of room last month and couldn't report on the Exchequer)

Balance as of 5/18/98	\$1784.85
Interest	+\$3.96
Newsletter	-\$52.50
Balance as of 6/19/98	\$1736.61



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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.

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