

British Motor Club of Utah

September 1998

Volume 11 Number 2

September Events

There will be three events in September: The Miner's Day Parade, the Steamboat Vintage Race, and the Mount Nebo Loop.

Miner's Day Parade

The BMCU is in at least one parade a year. The usual parades are hotter than, well, Salt Lake City in July, and the cars overheat. The Miner's Day (Labor Day everywhere but Park City) parade is different—it is in the morning and down hill. You can leave the engine off and coast part of the way. The parade is followed by a picnic and is a great event: a key, disorganized, and fun. Just the thing for the BMCU. To take part, meet Floyd and Kathy Inman in Swede Alley in Park City on **September 7, at about 9:00 AM**. Swede Alley is the street with the parking just east of Main Street. If you are late, you may not catch up. Remember that Park City is cool at 9:00 AM in September. For more information contact Floyd or Kathy Inman at 435-645-8460.

Last year embarrassed the BMCU a bit. We only had 3½ attendees (ask Floyd about the ½ of an attendee). It was suggested that we needed a membership drive. Let's all turn out this year.

Steamboat Springs Vintage Race and Concours

The Steamboat Race is held in Steamboat Springs, CO over Labor Day weekend. It conflicts with the Miner's Day Parade. If you haven't already made plans to attend, it will be difficult (read impossible) to find lodging in Steamboat Springs. Between 10,000 and 20,000 people attend this event and fill the town. It is possible to stay in Craig or elsewhere if you really want to see what may be the last Steamboat

Springs Race. This is an impressive event with about 200 cars racing. Sports cars have to be pre-'67, and many of them British sports and race cars.

The normal plan is to drive to Steamboat on Friday, September 4. There is practice on Saturday and more practice and the races on Sunday. We will return on Monday, September 7. Steamboat is about 350 miles from Salt Lake and normally a mix of old British and modern iron making the trip. I don't think anyone has gone to this event only once. It is truly special. If you want information contact the editors, Bill or Julie Van Moorhem at 801-582-9223.

Mount Nebo Loop

The Mount Nebo Loop is the place to go for Fall colors. We will drive the loop on **Saturday, September 26**. Mount Nebo is just to the east of Nephi and the maps say Nephi is 85 miles from Salt Lake. The round trip is normally 200-250 miles and takes the entire day with an early start. We will meet with Dan and Sharon Forster at the R.C. Willey Store at **9010 South on Redwood Road (1700 West) at 8:30 AM**. This is across Redwood Road (on the west side) from last year's meeting point and allows an easier exit onto south-bound Redwood Road. The route continues south on Redwood Road and Utah 68, on the west side of Utah Lake, to Elberta. Then, east on U.S. 6 to Goshen. At Goshen we take a little known but great route through Goshen Canyon to Mona and to Nephi. This keeps us off the freeways and allows us to drive on the roads our cars were designed for. From Nephi we drive the actual Mt. Nebo Loop, climbing high on the flank of one of the highest mountains in the Wasatch. We will stop for a picnic lunch and food is not available on the loop road, so bring lunch or buy it in Nephi. It

can snow or there can be fog on the road in September, but normally it is beautiful. Do bring a hat, gloves and warm coat however. You may not need it, but you may be very happy that you have it. Remember how well British heaters work. For more information contact Dan or Sharon Forster at 801-966-6463.

If you are coming from Utah County work out a meeting place with Dan and Sharon. If 8:30 is too early for you it is possible to drive to Nephi on Friday and stay in a motel or B & B meeting the group there. Again, let Dan and Sharon know if you want to do this.

Another Great Alpine Loop

What makes people sit in a hot car for six hours, while the car labors up hills in temperatures they were not designed for? Whatever it is seems to be contagious. Maybe it is thirty British cars stretched out along a half a mile of road as they wind their way through some beautiful scenery. Maybe it is the old and new friends on the trip. Maybe it is chance to do something different from what your coworkers did this weekend. I don't know, but at least thirty cars and their occupants turned up for the eleventh annual Alpine Loop Run.

The loop started off in the South Town Mall parking lot with folks kicking tires, meeting old and new friends, and peering under hoods. Robb Green sold raffle tickets and Julie was handed out name tags. We decided to take I-15 down to the Alpine Road, since there were questions about whether the frontage road was open. We made the usual stop at the Alpine Store and then headed up American Fork

Canyon. One car burst a top hose, but with a quick repair they caught us at Heber.

The narrow and twisting loop road seemed to be filled with Suburbans, Dodge Rams and big Vans. The highway department decided to repave the intersection of the loop road and the Provo Canyon highway on Saturday and that caused a bottleneck. In the park in Heber everyone enjoyed the shade and lunch. After lunch we raffled off the prizes obtained by Karen Bradakis, Bruce Schilling, and others. Many thanks Karen and Bruce for the prizes, to Robb for selling tickets, and to Nicolas Massie and Floyd Inman for conducting the raffle. Nicolas and Floyd make quite a team; you had to see it.

From Heber we drove through Francis, Kamas, Oakley, Peoa and Brown's Canyon to Park City. We took a parade lap down Main Street in Park City, which drew quite a few looks from the folks on the sidewalks. We broke up after the "parade" and all headed home after a great day.

Taking part were Sheree & Marv Marcus, Byron & Rayla Simpson, Mike & Sharon Bailey, Robert Mikesell & Evangeline, Tom Bottman, Nick & Christian Gray, Robb & Nan Green, Mike & Micheal Odernheimer, Barry & Denise Blackett, Dean & Colleen Lowe, Tran & Kerry Lien, Ted Naanes, Julie Naanes & BradlieAnne Wood, Mike Johnson, Bill & Julie Robinson, Joseph Rivera & Tony Trujillo, Steve & Jane Nelson, Karen & Mark Bradakis, Joe & Jann Linza, Jon & Susan Hermance, Pugs & Diane Pivrotto, Doug & Ilene Wimer, Floyd & Douglas Inman, Kathy & Dana Inman, Nathan & Nicolas Massie, John & Debi Brozouich, Bruce Schilling & Terrie Cannon, Laura & Dan Maitzen, Russell & Heather Barney, Brad, Nancy & Amy Parkin, Robert Grieve, and Bill and Julie Van Moorhem.

Many, thanks to Apple Hydraulics, CARS, Classic Motor Books, Eastwood Co., Mini Mania, Moss Motors, University Motors, CPI Value Guides, British Car Magazine, and Victoria British for prize donations. Thank them with your support.

The Europa

By Rich Sheva

Editor's note: The Europa saga continues.

One morning, after the Lotus had been behaving for a while, I was in a hurry to make an appointment. I threw my briefcase into the passenger seat and hit the starter. Ka Zingg!!!!; horrible grinding sounds followed by a musical tinkling on the concrete. What the hell was that? I swung my head down to see where the sound was coming from and saw shiny things on the concrete. I grabbed a broom and swept them out. That's funny, they look like gear teeth. GEAR TEETH!! The starter motor had shed its teeth just like a bar fighter with a glass jaw. What a swell car.... Another phone call to California—"my visa number is -----." A new starter arrived in two days.

The engine performance never was spectacular but it did move the car around. However it's embarrassing to be beaten off the line by a Volkswagen Rabbit filled with 6 kids and a dog and driven by a matronly woman. Something had to be done. The Visa card was recovering slowly from the past 12 months and caused my deviously automotive mind to turn to things "high performance."

One of the only intelligent things I've done since acquiring the Lotus was to join a national Lotus club. They have a parts network that is second to none and many people that are very helpful and sympathetic to novice Lotus owners. One of the parts bulletins and catalogs published by a west coast Lotus dealer advertised a 150 hp Gordini hemi head engine that offers "better power, flexibility, and performance than the Lotus twin-cam engine in the Europa." With visions of smoking tires and 9 sec quarter miles I continued reading... "requires 2 Weber 45DCOE carbs and special intake manifolds and special headers..." I continued reading "... and all this costs only \$3500.00." "THIRTY FIVE HUNDRED DOLLARS!" Visions of

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.

September 4-7. 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. For info, call Rod Tomkins at 303-337-6866.

September 26. Mount Nebo Loop. Dan and Sharon Forster, 801-966-6463.

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.

August 2-6, 1999. GoF West at Whistler Ski Resort near Vancouver, British Columbia.

smoking tires were replaced by visions of divorce court. Oh well, I can dream.

In my day to day travels as a salesman one of the benefits is meeting a lot of people. I was out on a call one morning talking to a home owner when he caught a glimpse of the small yellow car parked out on the road. "I don't believe it!" he said and

started jabbering about Lotuses. He dragged me into his garage and there was a beautiful, shiny Lotus 7. Sales call be damned, we spent most of the morning talking cars. It turned out this fellow was well known in Lotus circles and had many connections for parts and information. He also had a Gordini Hemi in a box. In pieces. After haggling a bit, it was my Gordini Hemi in a box. Three months later after finding out how weird these engines can be to find parts for (and expensive) I put my new high compression, ported, balanced, headered, twin carbbed, Gordini engine into my "cheap" exotic. The first drive with the new engine was like a kid on Christmas morning! Hills that I used to grind up were now 100 MPH high gear sprints. The transformation was finally complete. What started as an ugly slugmobile had been transformed into a high performance sports car. I could rest easy now, gone were the days of being beaten by Rabbits. How wonderful—high horsepower, great idling, and good looks.

With the new motor, things were a lot more fun on the autocross course. Screaming into a corner in 2nd gear I stood on the brakes, double clutched into 1st gear and stood on the gas. The car surged forward, then the engine revved freely without moving the car. Off to the side, I got out and looked under the rear end. Where there should have been a half shaft there was corkscrew looking thing dangling from the transaxle. I learned a lot about horsepower and stock Europa suspensions that day.

In the 3+ years that I have been living with the Lotus I have learned many things. All the cliches about Lucas electrics are true. The wiring diagram in the manual has no basis in fact. The section on how to replace door hinges only pertains to cars driven in heaven. The main thing I've learned is how to keep my Visa card at the limit. All that keeps me from getting rid of the Lotus is that when it's good, it's very good. A Lotus is an experience. (And my wife keeps my life insurance policy current!)

Left Over Parts

Bill Davis reports that the British Field Day raised approximately \$2000. and the bulk of that will go to the Homeless Childrens Foundations. A lesser donation will go to Hildegard's Pantry.

Thanks to Andy Lindeman for copying the August newsletter.

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 of 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.

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. Steve Nelson will contact all MGA owners about this. It is a unique experience to attend a national meet.

Autojumble

For Sale, '80 TR8 (yep, the one with a V-8), convertible, BRG, tan and check interior, 16,000 miles, no rust. Asking \$13,000, but will negotiate. Contact Paul, 801-465-0108.

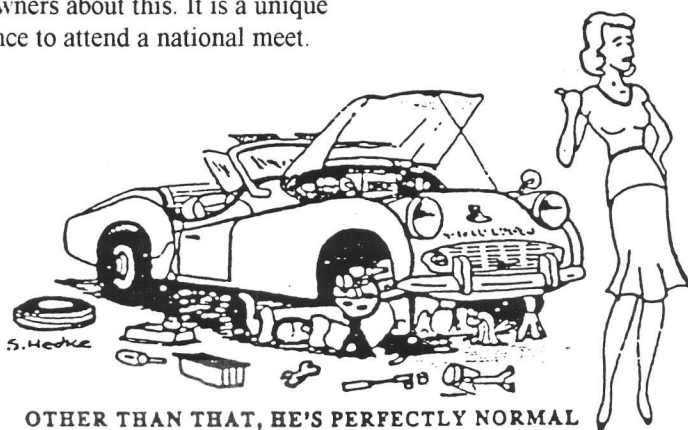
For Sale, '80 TR7, body in good shape, runs well, 80,000 miles, green, \$3400. Call Grey at 801-972-4241.

Wanted, TR3 and TR4A parts. Robert Grieve tells us he is starting the restoration of both of these cars and need a lot of things. If you have any TR3 and TR4A parts that you would like to sell give Robert a call, 435-654-5009.

Hint for the Month

Fuel pump not operating? If you suspect the fuel pump of your British classic is causing an operating problem, it may be something as simple as an air leak on the suction side of the pump. This is characterized by a rapid and noisy operation of the pump. Remove the fuel line on top of the float chamber and sink the end of the open hose into a jar partially filled with gasoline. NO SMOKING OR SPARKS PLEASE! Turn on the ignition. If a stream of air bubbles begins to show in the jar, there's an air leak somewhere between the tank and pump.

Thanks to the Morris Gazette, the Official Newsletter of the Arizona MG Club.



OTHER THAN THAT, HE'S PERFECTLY NORMAL

From the Exchequer

Balance as of 7/15/98	\$1730.83
Interest	+\$3.05
Newsletter	-\$55.60
Balance as of 8/14/98	\$1678.28



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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 to Bruce's email address shown above.

British Motor Club of Utah

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