

British Motor Club of Utah

January 1999

Volume 11 Number 6

Remember that Postcard

Included with this newsletter is a postcard. Fill it out today and put it in the mail. If you don't do this you will be dropped from the BMCU mailing list before the March newsletter. You must do this even if this is the first newsletter you have received from the BMCU. Since we do not charge dues, this is the way we keep only those interested in the group on the mailing list and eliminate the rest. We also use it to update everyone's address, phone number(s), and email address, as well as what British cars you own.

This is also an excellent opportunity, if you attended many club events during the past year, to send in a donation. The club operates on donations and they are always appreciated. Just put your check, made out to the British Motor Club of Utah, in an envelope along with your postcard and send it all to Bruce Schilling, BMCU Membership Director, 917 East Mill Creek Way, Salt Lake City, Utah 84106.

If your postcard is missing, send Bruce a note with your name, name of your spouse/partner, mailing address, home phone number, work phone number (if it is okay for people to call you there), email address (if you have one and want to get email from the BMCU) and a list of British cars (year, marque, and model) that you currently own. You can call Bruce (801-486-0425), but mail is preferred.

We have had excellent intentions, for the past few years, to publish a membership list and may actually do it this year.

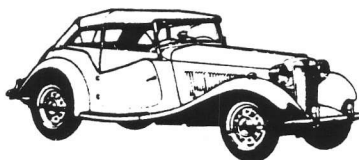
Send in your postcard today!

Check Out Some Cars

The January event was very difficult to arrange this year. We tried several things and none of them were working out as the deadline for doing the newsletter approached. The editor was about to give up and write off a January event, but gave a cry for help to some of the BMCU members on his email list. They responded in heroic fashion with about three or four years' worth of winter events. We will try one of these as the January event.

Did you know there is automobile museum in Salt Lake? We will tour the *Special Interest Automobile Museum on January 16*. Meet at the museum, *355 West 700 South in Salt Lake City at 9:30 AM on Saturday the 16th*. There is an admission fee of \$4.00 per person, down from \$6.00 since we are members of a group. I know little about this collection, other than there are over 100 cars from between 1906 and the seventies. I don't know if there are British Cars or not. This is something different from the usual Winter event and it would be good to see a good sized group turn out.

The editor doesn't know much more than what is above, but if you have a question, give me (Bill Van Moorhem) a call at 582-9223.



Paint Chip Repair

By Miq Millman

I'm going to presume that the chip is down to the bare metal for this process. First, get some items to help you with the job:

- small bit of primer, compatible with the paint on your car
- color matched paint
- a very sharp #2 pencil with an unused eraser on the end
- two or three extra pencils with unused erasers
- contact cement (preferred) or double-sided tape
- 600 grit wet/dry sandpaper
- 320 grit wet/dry sandpaper
- 220 grit wet/dry sandpaper
- some organic cleaner (Simple Green works great)
- a couple of cotton Q-Tips, paper shafts required
- a magnifying glass (optional, depending on your eyes)
- spray cleaner (Aero Kroil is the best I've found) or rubbing alcohol
- empty shoe box bottom, cut to fit over the area with the chip
- polishing compound (not rubbing compound)
- cloth diaper, if possible, or lint-free terry cloth rag

Carefully clean the chipped area with the undiluted organic leaner and examine the edges of the chip to see if they are loose edges to the chip. Probe the area carefully with sharpened pencil point (the graphite point is soft enough to not damage the paint edges, and the graphite will come off with the alcohol or spray cleaner, easily, without rubbing) to look for areas that are lifting up. Make mental notes if any areas exist, or if possible, remove them.

Cut a small circle of 220 grit sandpaper and glue it to the eraser on the pencil. Attach some 320 grit sandpaper to another pencil and repeat with the 600 grit. You'll need all of these soon, so do them all together. First, use the 320 grit to carefully roughen up the edges of the chip and exposed bare metal. Use the spray cleaner to remove the dust particles. The spray cleaners have a high rate of evaporation, so should not interfere with the paint.

Use the 320 grit to roughen up a small area of paint outside the chip, about 3 or 4 millimeters (1/8") should be enough. Use the spray cleaner to remove the dust.

Carefully pull most of the cotton off one end of the swab. Just a minor bit is needed since you are using the paper shaft as well to apply paint. Dip the prepared end into the primer about 5 mm (3/16 to 1/4") and dab the paint (primer) into the chip. Start at the center and create a dome of paint and pull it out to the edges. If there were loose edges of paint, try to get the primer under them as well as coating most the roughened up paint. Leave about 1 mm (just under a 1/16") of exposed roughened paint around the primer. The coat should be very thin. If the first drop didn't cover the chip completely, in the next step, dip the swab deeper into the paint. But don't over do it. It is much better to have too little paint in a layer than too much. Probably another 3 mm is enough. Allow 2 hours to dry. You'll thank me later that you waited this long. Take the shoe box and make sure that it can easily cover the area you just put paint on, trim it if need to fit better. Cover the painted area with the box and hold it in place. I use my car cover to hold it. This keeps dust out while the paint is drying.

Once the paint is dry, use the 600 grit to roughen up the surface and reapply another drop of primer in the same manner. Let it dry another 2 hours.

Once the second layer of primer is dry, use 600 grit to roughen up the surface. If you can see bare metal in the scratches, repeat the previous step one more time. Usually two coats of primer is enough, however.

This time apply the color paint in the same manner, dip the sheared swab about 5 mm into the paint, and place a drop in the center of the chip, then pull it out to cover the chip entirely. Spread out the paint to cover all the area that is roughened up. Don't worry if you go over this area. This paint will be removed later. This layer of paint should be very thin, perhaps not even obscuring the scratches or some of the primer. That's OK. Cover it with your shoe box and let dry for at least 2 hours.

Add another drip of paint and spread it out to cover the chip. The secret to this method is that you should never redip the swab when applying a layer of paint. If the chip is larger, dip the swab deeper into the paint this time, but only a little bit. Don't worry if the chip is not covered with paint yet, follow the same method you did with the primer and each successive layer adds a bit more paint to the initial drop, until the area covered is the right size. Again let this layer dry for at least 2 hours.

Repeat the spreading of the drop of paint and 2 hour drying time, a number of times. The idea is to make the combined layers of paint ever so thicker than the original painted surface of the car. I predict for a chip that is to bare metal, you will need about 2 coats of primer and 8 to 10 coats of paint. As always, more layers won't hurt. It just takes a lot more time. The 2 hours between coats is imperative. **DO NOT SKIP THIS STEP.**

By now you should have small blister of paint a fraction of millimeter thicker than the paint job on your car. Let the last coat dry about a week before doing the next step. **REALLY.**

Wrap the diaper around your index finger and make sure the tip is covered. Use this to apply a small amount of polishing compound to the ex-chip and polish the area in small circular motions. Use a clean area of diaper when the diaper is paint colored. Examine the blister of paint to see if it is blended into the correct layer yet. Once it is, clean your car like normal. Then wax it with a good hard wax of your choice.

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 16. Tech Session.

February 13. Pot-Luck Dinner.

June 14-18, 1999. National MGA Convention at Lake Tahoe. Contact Steve Nelson, 801-773-7100(H), for information.

August 2-6, 1999. GoF West at Whistler Ski Resort near Vancouver, British Columbia. Contact Floyd Inman, 435-645-8460, for information.

Yes, this is a labor intensive process, but when you consider how much money a new paint job is going cost, it's minor. I have used this method many times (unfortunately) and you would be hard pressed to find the chips on the front of my car, even though it is black lacquer, the worst offender for chipping and showing blemishes.

Editor's note: The above was taken from the British Car email list. The editor has not tried it and does not know if it works. If you are going to try this, make sure you read the entire process before beginning. Let us know how it works for you.

Computers and Cars

Quoted from Utah Business

At the COMDEX computer expo, Bill Gates (of Microsoft) reportedly compared the computer industry with the auto industry, stating, "If GM had kept up with technology like the computer industry has, we would all be driving twenty-five dollar cars that got 1,000 miles to the gallon."

In response to Gates' comments, General Motors issued a press release written by Mr. Welsh (CEO of GM) himself, which read as follows:

If GM had developed technology like Microsoft, we would all be driving cars with following characteristics:

- 1 For no reason whatsoever, your car would crash twice a day.
- 2 Every time they repainted the lines on the road, you would have to buy a new car.
- 3 Only one person at a time could use the car, unless you bought "Car98" or "CarNT." But then, you would have to buy more seats.
- 4 Macintosh would make a car that powered by the sun, reliable, five times as fast and twice as easy to drive, but which would only run on five percent of the roads.
- 5 The airbag system would say, "Are you sure?" before going off.
- 6 Occasionally, for no reason, the car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
- 7 Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
- 8 The oil, water temperature and alternator warning lights would be replaced by a single "general car

fault" warning light.

9 Every time GM introduced a new model car, buyers would have to learn to drive all over again, because none of the controls would operate in the same manner as the old car.

10 You'd press the "start" button to shut off the engine.

Left Over Parts

Remember the Annual Pot-Luck Dinner and Business meeting in February. We will elect a Board of Governors, and work out a schedule of events for 1999. We definitely need help with events and the newsletter. Help the club out!

MGA owners! Steve Nelson will be setting up a dinner meeting early in the year to discuss the trip to the to Lake Tahoe for the NAMGAR GT-24. If you have any interest in going to this event give Steve a call, 801-773-7100. This is the first MGA event in the west for over 10 years and who knows how long to the next one. Take advantage of this event.

There is an article in the December issue of *Safety Fast*, the MG Car Club magazine, about a guy who drove his

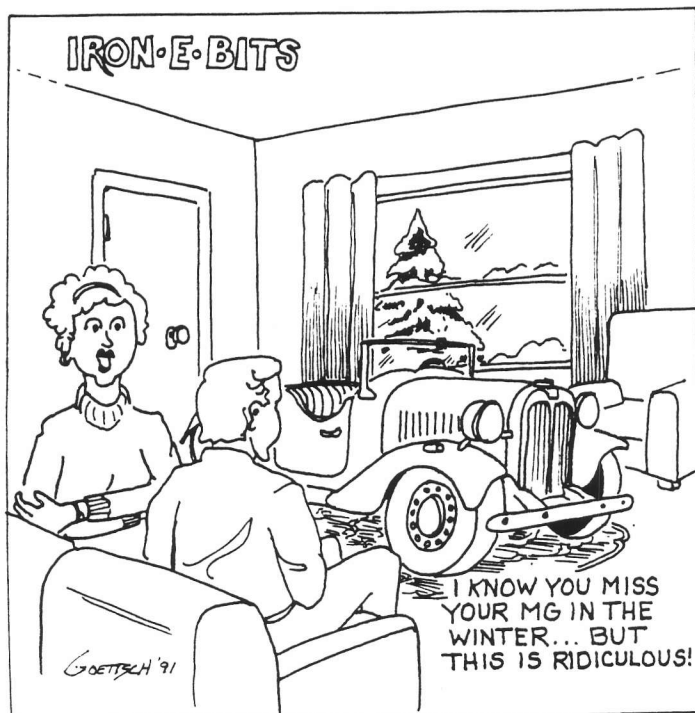
MGA from Peking to Paris, 12,000 miles, with 5,000 miles over "poorly surfaced roads." The trip required 5 1/2 weeks. The car had an MGB engine and gearbox, tube shocks, and a second fuel tank since some fuel stops were 350 miles apart. Other than a bent shock that had to be replaced, due to a "poorly surfaced road," the car required no major maintenance. Anybody for a 700 mile trip to Lake Tahoe?

Safety Fast also reports that MG (Rover) will be back on the Salt Flats in August to try and set record of over 255 mi/hr with a highly modified MGF. Stay tuned for more info and plan a trip to Wendover in August.

Thanks to Andy Lindeman for copying the December newsletter.

The MG T-series owners will be meeting early in the year to plan their trip to the GoF West at Whistler Ski Area, near Vancouver, B.C. in Canada.

Recently there was an article in a automotive trade newsletter saying that someone is building new cars with a Bugeye body and Ford engine. Anybody know more?



Hint for the Month

Removing headlight trip rings to realign or replace your headlight is not as easy as the manual makes it appear. There is no way to grip the rim while trying to pull the bottom of it off the retaining clip.

A tool that facilitates this operation, available at your local paint store, is a paint can opener. It's thin enough to fit between the inner and outer rims and has enough hook to grasp the bottom of the outer rim. The looped handle allows you to insert a finger for some extra leverage.

Simply inset the tool and hook it onto the bottom of the outer rim. Push the top of the rim down with your other hand while pulling the bottom of the rim out with your new tool. The rim should then pop off the retaining clip.

Thanks to Ted Barron, by way of the Morris Gazette, the newsletter of the Arizona MG Club.

From the Exchequer

Balance as of 11/20/98	\$1923.19
Newsletter	-\$59.65
Interest	+\$7.48
Balance as of 12/15/98	\$1871.02

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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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