

British Motor Club of Utah

February 1999

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It's Time To Start A New Year!

If you haven't noticed, the BMCU is kinda slow in getting things done. As a result, we start our year in February with the annual Pot-Luck Dinner and business meeting. This club tradition started as a chance for the members of the group to see each other during the depths of winter, when the cars are stashed away, and everybody is waiting for spring to arrive. The first pot-luck was held at a member's house when the group could easily fit into a house. We then moved to St. Mark's Cathedral when the British Field Day came into existence and St. Mark's food bank was the beneficiary of that event. The Field Day has since moved on and this year the pot-luck will move, too. Since the club incorporated we have used the pot-luck as the annual meeting we are required to hold, but the focus of the evening is still eating and planning for the year, with the blind faith of British car owners that spring will come.

The Pot-Luck Dinner is really a "Pot-Planned" Dinner. We would like everyone that is planning on attending to give Jon and Susan Hermance a call at 801-583-5846, in SLC, to tell them you are coming and let them know what you would like to bring. Try and do this at least a couple of days before the event. We need each person or couple to bring something to contribute to the dinner. Can't cook or don't have time? Don't let that stop you. Stop in at the deli, or we always need paper plates, drinks, plastic ware, napkins, rolls, ice cream, etc. Give Jon and Susan a call and talk to them about it. If you are bringing a dish, bring enough for at least eight people.

The dinner will be on *Saturday, February 13, beginning at 6:00 PM*. The new location is *St. Paul's Episcopal Church, 261 South 900 East* in Salt Lake City. We try to start eating between 6:45 and 7:00 so please try to be there by then. St. Paul's is the site of the Olde English Festival that many of us have attended after the British Field Day. We will be using the meeting room on the second floor that is the "pub" during the Olde English Festival. Again, notice that this is a new location for the pot-luck dinner.

Also bring along photos, slides and videos. St. Paul's does not have the big projection TV that St. Mark's has, but will try to have a large screen TV and VCR, as well as a slide projector, there. It is a good time to relive the fun of last year.

Besides food and fun, we will do a bit of business. We need to elect a Board of Governors for the year. The board takes care of all club business during the year. Want to be a governor? Get someone to nominate you or even nominate yourself. We need at least three people on the board for the year. We will also rough out a plan of events for the year. Some months have more or less fixed events: March, the St. Patrick's Day Parade; June, the British Field Day; July or August; the Alpine Loop; October, the End-of-the-Season Dinner; November and January, tech sessions; and February, the Pot-Luck Dinner. That leaves April, May, August or July and September, since we do not have an event in December. We need ideas for events in these months, and people to lead each month's event. All of this is cast in nothing more substantial than pot-metal and we can easily change the plans. Give us your ideas at the dinner or call "Pugs" Pivrotto, the present Governor General of the Board, at 486-0547.

A word from the Guv

Pugs Pivrotto, BMCU Governor General

Another year has passed and this club keeps on getting better. The reason for this success is in no small part due to Bill Van Moorhem and his efforts to make sure things happen, i.e., writing the newsletter, coordinating events, and all around cheering the group on.

Unfortunately, after ten years or more, Bill needs a break and the rest of us need to step up and do more if our club is to continue to function. At the last couple of February dinners Bill has asked for someone to do the newsletter and no one volunteered, so he kept at it. Well, that is about to change. Bill has written his last and we need a new editor. Don't worry, Bill will help you get started and then you can do it however you please. But keep in mind, if no one takes this on, we won't have a newsletter. I have to believe that someone out there has the enthusiasm and the tools to do this.

As to the yearly events these are usually decided upon at the February Potluck Dinner and Bill (with help from the usual folks) has always made sure they happened. Now we need an Events Chairperson that will coordinate the monthly activities. Again Bill will be more than glad to assist the new person for a period of time.

We also need new ideas for events. By now most of you have realized that driving our small cars on today's roads is much scarier than it was ten years ago what with the higher speed limits, construction and more cars on the highways. So what can we do to stay out of construction traffic?

Perhaps a picnic up one of the canyons, hold some of the monthly gatherings at people's homes, meeting for breakfast somewhere, short overnight trips... in other words, we drive our cars somewhere and then socialize outside of the vehicles.

Prior to the Potluck Dinner please take some time and think about what you can contribute to the club: ideas for events, writing the newsletter, serving on the board, being Events Chairperson, whatever. We need help. There are a lot of people in this club that have helped out in the past but by and large we have let Bill be "The Man."

I am certainly not advocating wholesale changes to the way our club has been run. However, new blood along with creative ideas will keep the BMCU interesting. Also, in the past the Board of Governors has not done much. It is time for the board to be actively involved with running things and helping to coordinate events. Perhaps instead of just nominating people for the board, the board should be made up of the Events Chairperson, Newsletter Editor, Regalia Chair (if we want one), British Field Day Chair, etc. So bring your ideas for the club to the Potluck Dinner on February 13 and let's talk about them.

Lots of Caddies

Dick Williams, owner of the Antique, Classic and Special Interest Auto Museum seems to like big cars, particularly Caddies, but the Museum has some other marques more of interest to British car buffs. There were Rolls Royces, Daimlers, an E-type Jag, and an Allard replica, plus lots of other interesting things. The vehicle that seemed to catch everyone's attention was a car transporter, with a Caddy front end. Everyone was trying to guess how many Spitfires it would hold. Maybe six, if you turned them sideways. The museum is an interesting place that would be worthy of a long rainy afternoon. There is certainly plenty to see so if you missed it stop by and take the tour. Dick said that he would bring a Rolls or two over to the Field Day in June.

We had an impressive turnout: Dan & Sharon Forster, Kevin McCluskey, Joe Martinex, Craig Welk, Boyd Peterson, Lloyd Fiath, Barry & Denise Blackett, Mike Brenchley, Keith Smith, Janet & Mark Driscoll, Dean Lowe, Chris Chandler, Nathan Massie, Mark Bradakis, Sandy & Gary Lindstrom, Mitch & Greg Johnson, Carlin & Cardell Jacobson, Bruce Schilling, Bill Walton, Andy Lindeman, Mike Cady, Pugs & Diane Pivrotto, Kees Versteeg, Jon Hermance, David Marks, and Bill Van Moorhem. If we missed anyone, sorry.

Left Over Parts

You did send in your postcard, didn't you? If not you are gone....

The editor screwed up royally in the last newsletter. The statement about sending in donations should have read: "This is also an excellent opportunity, if you *have not* attended many club events during the past year, to send in a donation." The words "have not" got left out. We appreciate all of you that contribute regularly to the BMCU and certainly are not asking for you to donate again (although we wouldn't object!). We have a number of members that do not have running cars and do not often attend events. This is their opportunity to help keep the BMCU running.

The following was obtained from the pre-War MG email list and was written by John Hardy: David Rider, who runs the L type, went to a Chartered Engineers "do" at Rolls Royce in Derby the other evening. Apparently they were subjected to a boring lecture on some obscure subject or other when the speaker asked if they could all hear him. A voice from the front shouted out that he could but would gladly swap with someone who couldn't.

We received a flyer from Lambrook Tyres. They supply tyres for veteran, vintage and classic cars. Need a 440-21 tyre? They can supply them. They are an English company and the address is P.O. Box 44, Honiton, Devon EX14 0YP. The phone/fax number

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 13. Pot-Luck Dinner. Contact is Jon or Susan Hermance, 801-583-5846. The dinner is at a different place this year—see the article.

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.

is 44 1404 891 189. They claim competitive prices with U.S. companies, including shipping.

The T-series group is planning a meeting to discuss the GoF trip this year. If you have a T-series MG and want to meet your fellow T-series owners, you should attend this meeting. Even if your car is not in working condition this is a good chance to meet the group and get lots of advice on getting it working. Give Floyd Inman at call to learn about the GoF plans or the T-series meeting. Floyd can be reached at 435-645-8460 (Park City).

Steve Nelson reports that there has been little response to his letter about the GT-24 MGA convention at Lake Tahoe in June. Lake Tahoe is an easy two day trip from Salt Lake, via U.S. 50, and this is the first national MGA convention in the western U.S. for over 10 years. All MGA owners should not pass up this chance. You will learn more about MGAs and see more MGAs in 4 days then you will in 10 years if you attend this event. Don't miss it. Give Steve a call at 801-773-7100 (Odgen area) and let him know you are interested.

For you Jensen owners (if you don't own a Jensen, look over the selection in the month's Autojumble), the 1999 Jensen Nationals will be held July 8-11 in Santa Fe, NM. For more information, contact Sheree and Marv Marcus at 268-6254 or email shermarinc@aol.com.

Did you know that Alexander Graham Bell invented the telephone, Thomas Edison invented the light bulb, and Joseph Lucas invented the short circuit? Thanks to Cat Talk (Reno Jag Club) by way of Desert Jaguar (Tucson Jag Club) and the Newsletter of the Southern Alabama British Car Club.

The editor has been recently using a product called "Steam," produced by Gumout, to clean engines and nearby parts. He has been really impressed with it. It does not require the engine to be warm nor does it seem to remove paint. You spray it on, do a bit of scrubbing with a brush on the really dirty spots and hose it off after about 15 minutes. The grunge is gone! This "Steam" comes in a spray can and is definitely more than just hot water.

Autojumble

For Sale: 1972 Lotus Europa Twincam. Excellent condition, drive it home. Interesting documented history. \$11,500. Rich Sheya, 801-264-8692.

For sale: 1974 Jensen-Healey, new paint, new carpets, new top, manuals, \$3,500. Rich Sheya, 801-264-8692.

MGA owners, do you need seat upholstery and a carpet set? I have some and they are for sale, both in black. Call Kent Thomas, 485-5474.

For sale: 1947 MG-TC. I don't have time to refurbish it properly. It is in good condition with some pieces missing, i.e., headlight buckets and bumpers. The car is in Honolulu, Hawaii. It was originally owned by Arthur Godfrey and was given to "Splash" Lyons here in Hawaii. My father bought it from Splash. It has been

restored once already and was in the process of being repainted to the racing slash scheme. Contact Gordon Oshiro, 808-262-5416 (work) or email LTFT707T@aol.com.

For sale, 1965 Land Rover. Body rough, but mechanically in good condition. New front seats, rebuilt generator, new regulator, overdrive. \$5700 or reasonable offer. Contact Bill Van Moorhem, 801-582-9223.

For sale: '74 Jensen Healey excellent condition, hard and soft tops, updated stereo system, car cover, with manuals (shop and car) many extras. Just safety and emissions tested, exceptionally clean. Asking \$6,750 Call Tony or Kathy at 801-262-6075

For sale, 1960 TR3 newly restored, British racing green, black leather interior, new brakes, carb, muffler, and has about 68,500 miles. It's in very good condition and I hope to find a good home for it. I'd like \$12,000 but if I can sell it within the next few weeks (by approximately 2-15) before I leave the country, I'd go as low as \$9,500. I'd be more than willing to give anyone who is interested the name and phone number of the gentleman who did the restoration (which is fine with him). Anyone interested may contact me (Karen) at 406-862-0510. Email: avalanch@digisys.net. I live in Whitefish, Montana—just a short trip away.

For Sale: '74 Jensen Healey convertible, low miles, all original but the paint. Cherry interior, strong motor, excellent car with no dents nor rust. Call 486-3181 or 467-1186.

Also for sale, some Lucas starters and 12V generators, an MGA front fender ('60 ?), some SU carbs and other items. 486-3181 or 467-1186.

Clean up sale: Once again, it is time for a little spring cleaning of my Triumph bits. Anyone need a Triumph Spitfire tub or two? I have a Spitfire Mark 3 body, frame and bonnet with a fair bit of the suspension

attached. The bondo in the bonnet most likely outweighs the rest of the tub, and I think it still has one door attached, the other is down at the shed. Give me a time and place along the Wasatch front where I can exchange this for, oh, say \$35, and I'll be there with truck, trailer and Triumph. I also have a bare tub from a '71 Spitfire Mark 4 that maybe someone could use. Come to the shop with your rig and pick it up, you can have it. If you want it delivered, one of those new-fangled twenty dollar bills might do the trick.

If you don't already have a Spitfire project, this next item could be for you. A 1974 Spit 1500, with title! This is the car that at one time was a serious autocross contender, one that Pugs and I called "Junior." Now all the big chunks like the motor, gearbox, diff, and trick suspension bits are on the Killer Spitfire. The "Spitfire 1150" decal on the bonnet from the year that Pugs and I ran this car with an 1147 motor in it is still there, though. If you are thinking of a rotary or V6 or ??? in a Spit, this could be the starting point. \$250, as is, where is. I've been thinking of using part of the floor pan from the Mark 4 tub mentioned above to fix the hole in the floor of this car. Buy Junior and I'll throw in the '71 tub if you want.

If interested in this stuff, or new and used Triumph bits in general, call me (Mark Bradakis), and I'll see what I can do. Email is mjb@autox.team.net, fax is 355-5438, voice is 558-8817, web is <http://www.team.net/mjb>.

Hint for the Month

The starter drive gear can sometimes stick in the ring gear of your MGB (MGA, Midget, Triumph, ...) creating starting problems. This problem normally displays itself as nothing happening when you pull the starter knob or turn the key to the start position. Sometimes you can hear clicking noises, but the engine will not turn over. To temporarily solve this problem either put the car in fourth gear and alternately push it forward and backward until it moves easily,

or turn the square end of the starter shaft with a wrench, until it turns easily. I believe the direction is counterclockwise (anticlockwise) as viewed from the front of the car. Both of these are temporary solutions. You will eventually need to replace the ring gear on the flywheel since it will be badly worn.

Since four cylinder engines normally stop in one of two positions, with some cylinder going into the compression stroke, and these are the spots that wear badly on the ring gear. If you rotate the engine a bit after the starter is free, it often times helps getting things going. Again, this is best done by putting the car in fourth and pushing it a foot or two forward before trying the starter. If you have a crank, think about that too.

From the Exchequer

Balance as of 12/15/98	\$1871.02
Interest	+3.56
Donations	+17.00
2 newsletters	-119.50
Current Balance	\$1772.08

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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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