

# British Motor Club of Utah

November 1999

Volume 12 Number 4



## November Breakfast

The November event will be a bit unusual: instead of the Tech Session we had planned, the time got away from us and we came up with a different venue.

The November event will be a breakfast at Ruth's Diner in Emigration Canyon on Saturday, November 20th at 9:00 am. The address for Ruth's is 2100 Emigration Canyon Road.

Try to get there a few minutes early, so we can beat the morning crowd and get our choice of tables. If the weather holds, drive your car and we'll take a little jaunt up the canyon afterward.

If you have any questions, call Pugs Pivrotto at 486-0547 or Nathan Massie at 486-2935.

Hope to see you there!

## The Last Open Road

*Submitted by Bill Van Moorhem*

The End-of-the-Season Dinner has come and gone, the leaves are falling, and the first snow of winter is approaching, but do you have to forget the joy and pain of British cars over the winter? No, not if you can curl up with a good book and have a vicarious British car experience.

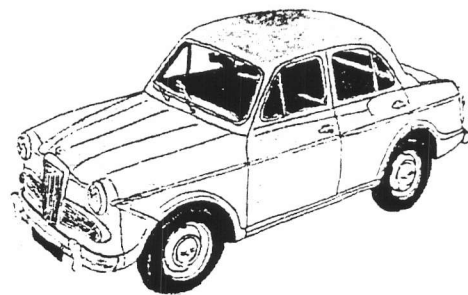
Burt Levy, the author of "The Last Open Road" clearly knows British cars and the hold they have on people. He has created a story that is hard to put down, but with many of those strange twists known to British car owners.

It is 1953, Buddy Palumbo is just a year out of high school and trying to sort out what he is going to do with his life. He knows he does not want to work at the chemical plant with his father and falls into a job at Finzio's Sinclair in Passaic, New Jersey. His father, of course, does not approve, since he knows Buddy could make more money as a union member at the chemical plant. Buddy feels he has a talent for fixing cars and gets some help from Butch who can fix anything on wheels. Buddy has seen MGs but is swept away when "Big Ed" appears at the station with a Jaguar XK-120 that is continuously fouling plugs. He has never seen a car like this and takes on the job of keeping it running. The first job is to interpret phrases in the service manual like, "Check the top face of the cylinder block for truth," and "Offer up the camshaft sprocket to the flange." To get parts he has to go across the river into New York City to the Westbridge Motor Car Company, Ltd. Here he meets some more strange

characters, Colin St. John, the owner, and Barry Spline, the chief mechanic and parts man. They introduce Buddy to club racing at Bridgehampton and Buddy is smitten.

Strange characters in the British car scene? No, they are us. People trying to make a buck off British cars, we all know them. This is a book you can identify with, you will know some of the people, but by other names. You'll also see people whose names you know, like Phil Hill when he soundly beats the local hero at Elkhart Lake. This is not a book where Buddy wins the race by hard work and courage at the last minute overcoming all odds. No, his best effort results in an MG throwing a rod on the starting line of a hill climb. It is an adult book, not everything works out, and there are some strange twists. It is, however, a "must" read for any British Car fan.

"The Last Open Road," by Burt Levy, is published by St. Martin's Press and is available from Classic Motor Books (800-826-6600) and other bookstores for \$24.95. Ask Santa for a copy for Christmas. Rumor has it that there is sequel available.



1957-65 Wolseley 1500

## Jensen is Back

*Ed's note: This article is excerpted from a news release dated October 20, 1998.*

*Submitted by Marv Marcus*

Jensen is back on the road following the launch of the S-V8, its first all new car in many years. Joint managing directors, Robin Bowyer and Keith Rauer, who took the wraps off the car for its world debut in Birmingham, confirmed that the S-V8 will go into production in the second half of 1999. The design team behind the S-V8 has been recruited from companies across the British Motor Industry, and has access to the kind of major league computer and engineering resources available to very few small manufacturers. How? Because Jensen is now owned by the Creative Group Limited, an innovative and fast growing automotive consultancy whose design, tooling and production expertise is already in demand from motor industry clients worldwide. The Creative approach was applied to the new Jensen S-V8. The result is a car that looks, feels and performs "like a million dollars" but which is nevertheless keenly priced in relation to its competition, and in absolute terms will represent exceptional value for the money.

Jensen first began car production in 1935, having been amongst the first European manufacturers to recognize the power and reliability advantages of a potent American V-8 engine. After the war, a range of sporting saloons and coupes were produced, with the original Interceptor appearing in 1949, the 541 GT and the C-V8 a decade later. In 1966 the striking Vignale-styled Interceptor was introduced. In FF form (Ferguson Formula), it was years ahead of its time, being the first four wheel drive production car and the first to use anti-lock brakes. Well aware of its inheritance and the responsibilities that go with it, Creative Group has sought to capture and enhance the essence of this deservedly renowned marque. The designers from Design Q- also part of the Creative group- were given a clean sheet of paper and briefed to produce a stylish

shape that's both timeless and contemporary.

The chassis and power train engineers were tasked with producing a vehicle that gives the driver impressive performance, tenacious road handling and pin sharp handling-all delivered with real finesse. The new S-V8 has, at its heart a potent and high technology American V-8, 4.6 litre, 32 valve 325-bhp engine normally reserved for the high performance versions of the Ford Mustang.

The car also features an advanced chassis, sophisticated independent suspension with double wishbones all the way around, leather upholstery and an all aluminum body. The attention to detail is stunning. The overall effect is 100% Jensen at its magnificent best. (If anyone is interested I have a brochure with pictures, specifications and an order form. I might also add that pre-orders are now being accepted with a 1000 pound deposit. Creative Group plans on producing 300 cars in 1999 and 600 in 2000. All will be RHD, with no plans on LHD until 2001. Starting price at 39,500 Pounds Sterling!

## 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.

*Ruth*

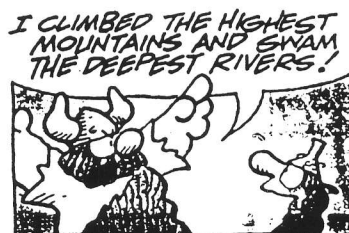
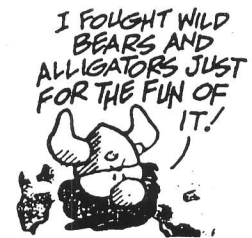
**November 20.** Breakfast at ~~Lucas~~ Diner in Emigration Canyon. Pug Pivrotto, 486-0547 or Nathan Massie, 486-2935.

**January 15, 2000.** Tour of the auto collection/Browning museum in Ogden. Nathan Massie, 486-2935.

**February, 2000.** Pot-Luck Dinner. We need a volunteer and date for this event.

**June 26-30, 2000.** GoF West 2000, Lake San Marcos, CA. Jo Lynn Campbell, 619-425-0600 or email [jolyncamp@juno.com](mailto:jolyncamp@juno.com)

**HAGAR THE HORRIBLE/** by Dik Browne



## Why Beer is Good for You *Help!*

*Ed's note: This is one of those many "funnies" I get in email. I must admit that I chuckled a bit over this one—hope you enjoy it, too.*

A herd of buffalo can only move as fast as the slowest buffalo. When the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular attrition of the weakest members.

In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, we all know, kills brain cells, but naturally it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine.

This is why you always feel smarter after a few beers!

Due to a computer glitch, Bruce Schilling, our membership director, has lost the club email list. This is the list that gets the word out about any last-minute changes to the Lucas Calendar, or about those events that happen before the newsletter does. It's an important way for the club to communicate.

Bruce needs your help in rebuilding the list. Please send an email to:

partsmaster@sisna.com

and give Bruce your email address (the mailing list is intact, so you don't have to include your mailing address).

## Left Over Parts

Thanks to Bruce for mailing out the newsletter.

If you haven't ordered your club shirts, now's the time to do it—we will take pre-paid orders until December 1, then we'll see if we have enough orders to meet the manufacturer's minimum 25-shirt order. If you don't have an order form, or want more information, call me (Nathan Massie) at 486-2935 and I'll get an order form to you.

Remember that December doesn't have an event—too many things going on that month for all of us to get together.

However, for the December newsletter I'd like to share a few pictures of the year's events. If you have any photos (electronic or on paper) you want to include, send them to me and I'll see if I can fit them in. You'll have to hurry, though, 'cause I need them by December 1st.

Speaking of items for the newsletter, I'm always needing news articles, new British car announcements, hints or repair tricks, and the like to add to the newsletter. If you come across anything that you like, be sure to send me a copy and I'll try to get it into the newsletter (I say try, since I'm sometimes limited for space). Feel free to send them to me via email (nlmassie@mmm.com) or to the return address on this newsletter.

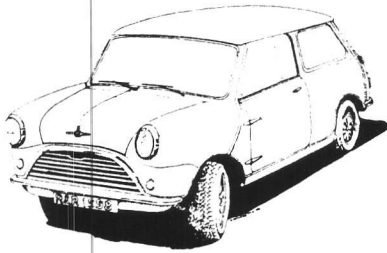
## Autojumble

I would like to sell a project. 1962 MIII with a 260 ford V6 in place. The car needs new floorboards and major rework. Great body, extra parts: \$250 Call Brownie 801 782-9745 or e-mail above.

## Nigel Shiftright: Automotive Anachronism IN "All Pumped Up"



## From the Exchequer



Beginning Balance	\$2055.72
Oct. newsletter	(53.77)
Interest income	2.91
New balance	\$2004.86

*Ed: Thanks are again in order for Marty's timely report.*

### Board of Governors:

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**Bill Robinson**, brobinson@njtcom.com

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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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