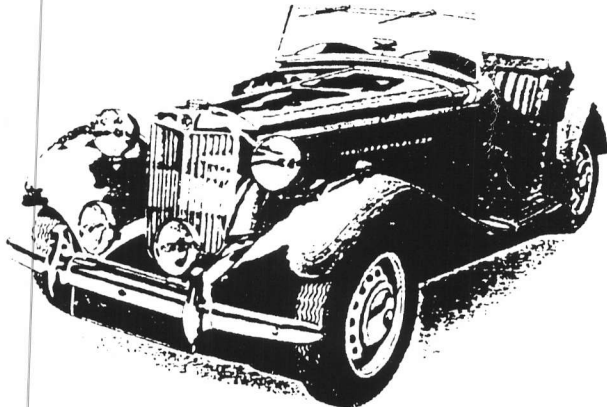


British Motor Club of Utah

January 2000

Volume 12 Number 6



Let's look at some cars!

The January event is a trip to Ogden for a tour of the Union Station's car collection.

We will meet at the historic Union Station, located at 2501 Wall Avenue in Ogden, at 10:00 am on Saturday, January 15.

The Station houses several collections, including the classic cars, and it does have an admission fee: \$3.00 for adults, \$2.00 for seniors, and \$1.00 for children under 12. This fee gets you admission to all the collections housed in the Station.

After we tour the Station, we'll converge on a local eating establishment (to be determined) and have lunch.

To get to the Station, take the 31st exit in Ogden off of I-15. Go east on 31st until you reach the second stoplight. This is Wall Avenue. Turn left onto Wall Ave and proceed until you reach the Union Station.

For those who are in Salt Lake, meet in the parking lot of the state capitol at 9:00 am. From there, we'll proceed up 89 or -15 as the weather allows. For more information, call Nathan Massie at 486-2935.

Hey! What happened to my December newsletter?

No, it wasn't a Y2K glitch, sinister plot by a foreign conspiracy, or a forgetful editor (although that one *is* a plausible reason). A few of us struck up a discussion after the November breakfast, and came to the conclusion that we could probably skip the December newsletter.

We don't schedule an event in December (because of the already busy time of the year), and since some of the newsletter "production crew" were planning to be out of town, it appeared that the newsletter wouldn't get out until early January anyway. Once we factored in the cost of postage (about \$50) for the mailing, we decided to skip December and just go for January. So rest assured you'll keep getting your trusty BMCU newsletter, and it'll be late as always.

A Word from the Guv

By Jim "Pugs" Pivirotto, Governor General

Once again the New Year is upon us. I hope all of you had a great holiday season amid all the Y2K speculation.

Looking back over 1999, the BMCU had another successful year. The club moved in a somewhat different but successful direction with the holding of several "social events" along with the traditional drives. It is my hope that the club continues to evolve and the members become closer to one another. Diane and I value the friends we have made and socialize with many of the club members outside of scheduled events.

For the past two years I have served as the Governor General. However, due to my current workload and obligations as a Board member of a local non-profit organization, I can no longer continue in this position. I have enjoyed my tenure and plan on staying involved but at a lesser capacity. While the Governor's position is by no means all-consuming, it is a position of responsibility that I don't feel I have been fulfilling of late.

So with that being stated, I am asking you, the membership, to submit to me nominations for not only the Governor, but also the entire board prior to our Potluck dinner scheduled for February 19th. This is different than how these positions have been filled in the past. In prior years we have more or less coerced members to volunteer during our February meeting. Remember, we need a minimum of three board members, with one being designated as the Governor General.

As a club we need leaders that are willing and able to get things done, like making sure trips get planned and the newsletter is published. Based upon our current mailing list, we have a very large membership (almost 250), although active members are a small percentage of that list. I really want the members to think about the coming year and select a board consisting of individuals that want to be involved and are willing to keep our club active and growing. Please look at yourselves and others in the organization and come up with people that you think will be good for the future of the BMCU.

Last year at this time I wrote a similar column asking for new ideas and names of potential Board members. We definitely got a lot of ideas for events and some were used and others will be used in 2000. But, *I didn't get a single name for the Board.* For 2000, we need to select board members at our annual meeting who have indicated their willingness to serve beforehand so we don't have to do arm-twisting during the meeting. Therefore, I am asking that nominations for the next board of the BMCU be submitted to me by January 30. At that time, I will gather the current board members and we will determine if any of the nominees are interested in serving. Some board members, such as Marty Van Nood (Chancellor of the Exchequer), Nathan Massie (Newsletter Editor), and Bruce Schilling (Membership Director) have already indicated their willingness to continue with those duties. Thank you for your continuing efforts.

The last item all of you should prepare for is to bring all your ideas for social events, driving events etc. to the 2/19/00 Potluck dinner and business meeting. In fact, give me your event ideas when you call with board nominations. You can me at 801-886-2711 (work) or 486-0547 (home). I look forward to getting your suggestions!

November breakfast

In place of our traditional November tech session, we decided upon a breakfast at Ruth's Diner in Emigration Canyon in Salt Lake. We didn't rebuild any brakes or carbs but we polished off some great food.

We gathered on Saturday, November 20 for a 9:00 breakfast. It was a fun event and while it wasn't the biggest turnout we've ever had, it was just about the right size for the diner. We pushed some tables together and got almost everyone in one area, and that made for great conversation.

Attending were Julie and Bill Van Moorhem, Michael Johnston, Glenda Bradford, Andy Lindeman, Bruce Schilling, Midke Odernheimer, Bill Walton, Deb and Larry Gobelman, Brent Andersen, Nathan Massie, Nick Lipphandt, and Barbara and Clyde Snyder. We had a great time.

BMCU in The Old West

By Sharon Bailey

The End-of-Season Dinner was held at the Wagon Master Steak House and the BMCU did a major round up of members to attend. Approximately 32 folks turned in their British car for a covered wagon that evening and enjoyed wild tales told by Wild Bill around the camp fire. The food was good and everybody seemed to enjoy the evening. The gun fight between Billy the Kid and Cole Younger didn't seem to dampen any spirits as we socialized between old friends and some new ones too. We suspect that some of the new faces are seen more often at the Jaguar Club meets than the BMCU gatherings, but we are glad they joined us and hope to see more of them. Till next year... hope you enjoyed the holidays and we will see you at the beginning of the season pot luck dinner.

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 15. Tour of the Odgen Union Station car collection. Nathan Massie, 486-2935.

February 19. Pot-Luck Dinner and business meeting. More info forthcoming in the next newsletter.

May 19-21. All British Car Meet, Las Vegas, NV. 702-363-3881.

August 2-6. VTR 2000 in Portland, OR. 503-357-5640.

October 19-22. Triumphfest 2000 in San Diego, CA. 858-484-1634.

Oil and older cars

By Mike Odernheimer

I read lots of car magazines each month and I often come across interesting tidbits. November's Car & Driver had an enlightening piece by Patrick Bedard concerning motor oils. Specifically, Peter related a conversation he had with a friend of his regarding the best kind of oil for "our seldom driven oldsters." The friend, Ed Kollins, worked as a research chemist for Exxon's engine test lab and now is head of R&D for a private petroleum additive company. What follows is my attempt to summarize what I consider the important and interesting points in the article.

As you probably know, motor oils are rated with two letters. The most common rating now in use is SJ: S is for spark ignition and J is the latest "recipe," with H, G, F, etc being earlier iterations (find an old oil can and check it out). A newer recipe (contrary to your initial hunch) doesn't necessarily mean a "better" oil.

What the rating really means is that the oil

recipe (read additive package) has been reworked to remain compatible with the latest engines. As bearing material, alloys, and seals change, so must the additives in the oil. Two big problems here. One is that zinc dialkyl dithiophosphate (ZDDP, but don't ask me) is a great anti-wear and anti-oxidation additive but doesn't mix well with catalytic converters, so over the years it's been reduced about 25%.

Second, many fuels now, especially in winter, contain ethanol or MTBE which ends up, to some degree, in your oil. Both ZDDP and MTBE are highly corrosive. No problem in newer engines, as manufacturers use new alloys and gasket materials which are resistant to these chemicals.

So, as Patrick asked, what about those of us with "oldsters?" Ed's response was that corrosion, not wear, is the biggest enemy of older, seldom run engines. One little patch of rust on an internal friction surface will do magnitudes more damage than starting that engine even after it sits for several months and the oil drains off the parts. What to do? Say diesel. Choose a "heavy duty" oil used in diesel trucks. The current rating is CG-4, the C being for compression ignition and the second letter designating the additive recipe (counting back as in the car oils). Why diesel rated oils? These get up to 80% more ZDDP (anti-wear), and 30-50% more detergent, dispersant and CORROSION inhibitors. To quote Ed, "for corrosion, heavy duty oil is the silver bullet solution. It's blended to neutralize the sulfuric acid produced by high-sulfur diesel fuel." The only bad news is that the high dose of dispersants may cause some seals to leak (do any of us have any that don't leak already anyway???)

Fortunately for us as LBC owners, the most common grade of diesel or heavy-duty rated oil is 15W-40, which is fairly heavy and perfect for those loose clearance older engines that many of us run 20W-50 in now. For those perhaps unaware, most autoparts stores and even large chain stores (K-Mart, Wal-Mart, etc.) carry at least one brand of 15W-40

While I don't profess to be an oil expert (only an interested messenger passing on one expert's opinion), the diesel-rated oil idea could be worth considering. Happy lubricated motoring!

Left Over Parts

It's a new year, and time for the annual Potluck dinner/business meeting for the BMCU. As an incorporated non-profit organization, we are obligated to have this meeting and elect new board members (not to mention the wonderful food that everyone shows up with!). Please get your nominations for board members in to Pugs (see the article "A Word from the Guv" on page 1) so the meeting can go more smoothly and keep the club strong.

Unfortunately, I got distracted by the holidays and didn't get two things accomplished that I had hoped to:

1. Fix the exhaust leak on my B.
2. Get a report on the status of the club shirts.

I'm not sure when I'll ever get #1 done, but I hope to get the second item done in time to report at the Potluck next month.

For those of you who have been getting the newsletter over the years, you'll recognize the postcard that accompanies the February newsletter. It's our way of keeping the mailing list up to date. When you get the card in February, fill it out and mail it to Bruce so you can continue to get the newsletter. If you don't return the card, you'll be removed from the list. Gone. Deleted. Remember, no card, no newsletter, so get those cards returned when you get them next month. Consider yourself warned!

Even though it's only January, it's not too early to start thinking of British car events around the country, and get them penciled in on your calendar. I have flyers for some events this year:

The BAC (British Auto Club of Las Vegas)-sponsored All British Car Meet on May 19-21, 2000, in Las Vegas. Call Mark Short (702-363-3881) for more

info.

VTR (Vintage Triumph Register) 2000 meet, sponsored by the Portland Triumph Owners Association, to be held on August 2-6 near Portland. Contact the PTOA at 503-357-5640 or raymarty@teleport.com for more info.

Triumphfest 2000 meet, sponsored by the Triumph Sports Car Club of San Diego, to be held in San Diego on October 19-22. Contact Mel Hildebrandt at 858-484-1634 or MelKristie@cs.com for more info. A Triumph 2000 sedan (what naming foresight!) will be raffled at this event.

The flyers for these events have a bit more information than I've included here. Call me at 486-2935 and I'll see to it that you get a copy. If you have information on any upcoming events, both locally or otherwise, let me know and I'll get it into the newsletter.

See all of you at the Potluck.

Autojumble

For sale. 1979 MGB - brown, with rollbar and electronic overdrive. Very good condition: well maintained, new soft top (1999), rebuilt clutch, brakes, carb, and radiator. Asking \$3500, but will negotiate to make sale. "Sorry for me - I have broken my back and am unable to work on the car or to drive it." Please call evenings @ 968-1256 and ask for Jeffery Smith Senior.

For Sale: 1962 TR4, s/n CT345L, solid rear axle, solid rim wheels, 86mm bore engine, 4 speed transmission (no overdrive) and is fundamentally complete. It has damage to the right rear fender, actually both rear fenders should be replaced. Asking price is \$1,000.00 or best offer. Contact Steve or Kay Clark at 801-942-4986.

For Sale: '76 MG Midget, body and engine in great condition, but needs a clutch and I don't have the time to do the work. \$800 or offer. Call Todd at 463-7881 (work) or 268-1636 (home).

For Sale: '79 Jag XJ6 S3 and an '81 Lancia Beta Coupe. For details, contact Phil Davis at Philip.Davis@m.cc.utah.edu

Free! For anyone who would like a set of wires/and or spindles off of a Series III Sunbeam, I found a set in the Logan area that could be had for the price of hauling away the remains of the car. Any interest contact Brownie Peterson at browniepet@aol.com or 801 782-9745.

From the Exchequer

Beginning balance	2004.86
Deposit	28.00
Interest income	2.43
Interest income	2.25
Newletter cost	(53.13)
New balance	1984.41

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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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Salt Lake City, Utah 84106

Bulk Rate
U.S. Postage
PAID
Permit No. 6160
Salt Lake City, Utah



A Chapter of the North American MGB Register

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