

British Motor Club of Utah

November 2000

Volume 13 Number 4

Happy Holidays!



Happy Holidays!

Yeah, I know it's a little early. But this is the last newsletter for 2000, and I couldn't let the opportunity pass to wish the BMCU a Happy Holidays from everyone who helps keep the club running.

Since we don't have an event in December (it's a busy month for everyone without an additional commitment for the BMCU), the newsletter didn't have much in the way of news to convey. In the interest of saving time and postage costs, we didn't send out a newsletter last December, and we're doing the same this year.

So, Happy Holidays from Andy Lindeman, Bill Robinson, Marty Van Nood, Gary Lindstrom, Bruce Schilling, Nathan Massie, and everyone who gives their time and talents keeping things going. We hope you the best for the Holiday Season and a Happy 2001!

Fall Tech Session

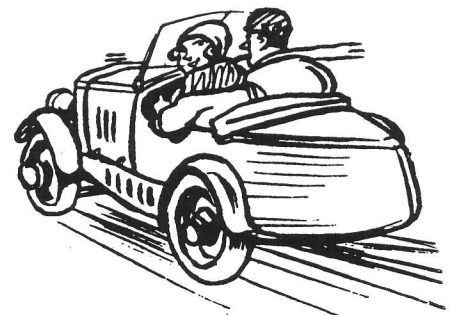
It's well into the fall season, and it's time to think of putting the car away for the year and doing a little bit of maintenance on it. The Fall Tech Session is geared toward the time of year when you're driving the car less but have the time to work on it more.

This year's Tech Session is hosted by Bailey's Service. On Saturday, November 11th at 10:00 a.m., the local distributor for Redline Oil will present demonstrations, product information, and give you a question and answer session on Redline's products.

Don't know about Redline? Chances are you've heard of Water Wetter, a radiator additive that makes your car run cooler. Or maybe you've used Redline's synthetic oils in your engine or tranny. Redline is a pioneer in the synthetic oil business, and their oils and other products are widely used in racing engines and in old cars like we drive.

So plan to attend this Tech session on Saturday, November 11th at 10:00 am. The address of Bailey's Service is 217 West 4800 South, Murray.

For more information, call Mike and Sharon Bailey at 264-1971, or at the shop at 743-2875.



Beautiful colors

By Gary Lindstrom

Once again, beautiful weather and good spirits prevailed as 10 cars and 16 BMCU stalwarts made the 200 mile loop around Mt. Nebo on September 30 for the 8th annual Mt. Nebo run. And, once again, I-15 construction spiced up navigation to the rendezvous point in West Valley City.

The traditional route was followed down Redwood Road past Camp J. G. Williams and Camp Mark Hoffman to Lehi, whence down the west shore of Utah Lake to Elberta, and east to Goshen for replenishment of coffee, chocolate, and 10W50. British motor legs and steering boxes were unlimbered through Goshen Canyon, which this year held no bovine surprises (only one very perplexed sheep).

After refueling and provisioning in Nephi, the tour proper began with a very pleasant lunch at the Bear Canyon picnic site.

The cows usually lurking around the corners in Goshen Canyon this year were on the Nebo Loop road itself, complete with genuine cowboys putting on terrific displays of chicane maneuvering in the one horse power class. Stops were made to admire the view from several outlooks, including a new one (to us) featuring the geological curiosity of a "mini-Bryce Canyon." Fall color was beautiful, though not as extraordinary as last year, when the tour seemed to have hit ideal timing and weather conditions.

For variety, one car made the loop in the opposite direction, no doubt inspired by the creativity of the Hermances on this year's Wolf Creek tour. Next year perhaps we can split in two groups and design a landmark spotting rally, which we can exchange at the midway point?

Attending were: Pugs and Diane Pivrotto, Julie and Don McEligot (from Idaho Falls ID), Bruce Schilling, Doug Anderson, Kendall and Connie Dewsnap (from Delta UT), Dale and Darlene Bounds, Bill Walton, Nicholas S. II and Nicolas T. (from Starship Enterprise) Nichols, John M. (Barney) Bauernhuber and Toni Leyba, and your obedient scribe, Gary Lindstrom

What's with the sign?

Along with the "No Smoking" sign at the gas station, you may also see a "no filling your gas can in the bed of your truck" sign. What's up with that?

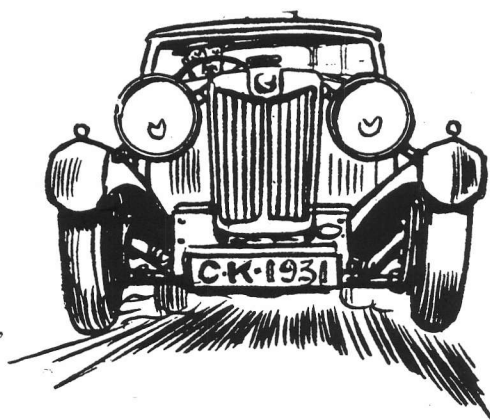
It seems that in some cases, filling a gas can while the can is in the bed of a pickup equipped with a plastic bed liner, has caused some fires. The plastic bed liner does not allow the static caused by the filling process to bleed off to a suitable ground, and the static builds up. When the static does discharge, it does so with a spark that can ignite the gasoline vapors and cause a fire.

So now you know why the sign is there. But how do you fill the gas can? Put the gas can (an approved gas can, not yesterday morning's empty milk jug) on the ground to fill it up, then put it back into your pickup. And don't smoke while you fill it!

Translate this

"If the accumulator becomes depleted, one may start the engine by inserting the manual starting arbour through the manual starting arbour orifice located beneath the grillwork and turning it briskly in a clockwise direction as seen whilst standing in front of the car."

Confused? Simply put, if the battery is flat, use the hand crank to start the car. These instructions are from a Brit-car owner's manual. Kinda makes you cringe to think about the instructions for installing a new clutch....



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.

November 11. Tech session hosted by Bailey's Service. See article in this newsletter.

December. No event. Have a Happy Holiday!

January 13, 2001. Tour or drive in Ogden area. Nathan Massie, 486-2935.

February 17, 2001. Pot-luck dinner/business meeting. We need a volunteer for this event.

Racing colors

You've heard of British Racing Green. But do you really know where the name comes from?

If not, here's a history lesson: BRG was the color assigned to British race cars. Colors were assigned to each country's race cars so that spectators could easily pick their country's cars out of the field. The colors were assigned by the FIA, the French-based authority for motorsports. These colors were used until the mid '60s, when sponsorship began to dictate the color schemes more than the wants of the spectators.

Know what the colors are for other countries? Here's a list. Commit it to memory and amaze your friends at the next event as you rattle off countries and colors! Thanks to the SABCC (Southern Alabama British Car Club) newsletter for this list.

Argentina: body blue, bonnet yellow, lower body black

Austria: body and bonnet dark blue

Belgium: body and bonnet yellow

Brazil: body and bonnet pale yellow, lower body and wheels green

Canada: body and bonnet red, white stripe front to back

Chile: body red, bonnet blue, lower body white

Cuba: body yellow, bonnet black

Czechoslovakia: body white, bonnet blue, lower body red

Denmark: body and bonnet silver, national flag painted on bonnet

Egypt: body and bonnet pale violet

Finland: body and bonnet white, two blue stripes forming a cross on the bonnet

France: body and bonnet blue

Germany: body and bonnet silver

Great Britain: body and bonnet green

Greece: body and bonnet light blue, two lengthwise white stripes on bonnet

Hungary: body white (front), body green (rear), bonnet red

Ireland: body and bonnet green, lower body orange

Italy: body and bonnet red

Japan: body and bonnet white, red disc on bonnet

Jordan: body and bonnet brown

Luxembourg: body and bonnet white, red and blue stripe front to rear

Mexico: body and bonnet gold, blue crosswise stripe on bonnet

Monaco: body and bonnet white, lower body red

Netherlands: body and bonnet orange

Portugal: body and bonnet red, lower body white

South Africa: body gold, bonnet green

Spain: body and bonnet yellow, lower body red

Sweden: body and bonnet light blue, three yellow stripes crosswise on bonnet

Switzerland: Body red, bonnet white

Thailand: body and bonnet light blue, lower body yellow

Uruguay: body and bonnet light blue, large red stripe across the bonnet

USA: body and bonnet white, lower body blue

Left over parts

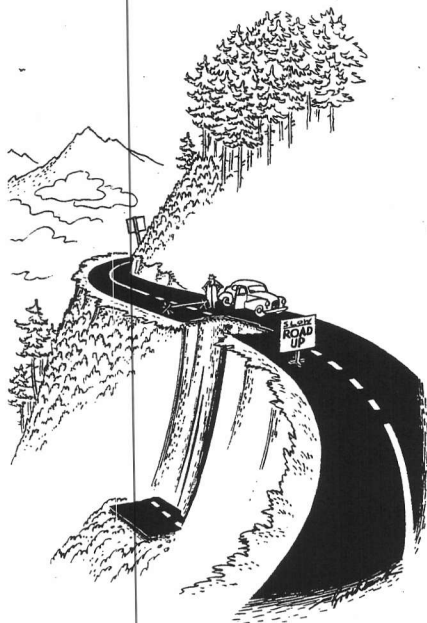
I hope that you noticed that I finally got an Exchequer report in this issue. The fact that in previous month's the report has been missing is not the fault of the Chancellor of the Exchequer, but rather one of circumstances. To meet the demands of getting the newsletter out before the first event of the month, we have to sometimes miss the report since we don't get the bank statement until *after* the first of the month.

We're still taking order for the club shirts. You've probably seen them if you've gone to the events this summer. The shirts are \$35 each, have the BMCU logo embroidered on the left lapel, and can be ordered in sizes from S to XXL. Just call Bill Robinson, 947-9480, and place your order. Or call me (Nathan Massie), 486-2935, and I can send you an order form via mail or email.

We still need a volunteer to organize the February Pot-Luck dinner and business meeting. About all it takes is taking the phone calls to make sure we don't get too many deserts and not enough main dishes for the dinner. Can you help? If so, call one of the governors listed on the back of the newsletter.



California Coast Highway Rallye Hazard

*Exchequer report*

Beginning Balance	\$2049.53
Interest earned	+8.05
Members Contributions	+407.00
\$2464.58	
Newsletter	-200.70
Other	-25.00
Current balance (as of 10/15)	\$2238.88

Board of Governors:

Andy Lindeman, Governor General; 801-792-7091, email: andyl@crosswinds.net.

Bill Robinson, 947-9480, email: brobinson@redwoodmusic.com

Marty Van Nood, Chancellor of the Exchequer; 467-0525 (H)

Gary Lindstrom, 532-1259

Newsletter Editor: Nathan Massie, 486-2935 email: nlmassie@mmm.com

Associate Editors: Mark and Karen Bradakis, 364-3251 (H)

Membership director: Bruce Schilling, 486-0425 email: partsmaster@sisna.com

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

1944 East 2700 South
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

Gary, Sandy & Daisy Lindstrom
915 Third Ave.
Salt Lake City, UT 84103-3916

