

British Motor Club of Utah

January 2001

Volume 13 Number 5



Mark your calendar!

Our January event is the equivalent of a baseball double-header: two attractions back to back. Make sure you mark Saturday, January 13th on your calendar.

If you have any questions about this January event, call Nathan Massie at 801-486-2935 (H) or 801-265-4277 (W).

Millstream Classic Car Museum. Jack Smith, owner of the Millstream Motel in Ogden, also has an extensive car collection. While there's few, if any, British cars, all car buffs will find something of interest.

This museum houses about 30 restored cars, including 30's, 40s, 50s, and 60s Fords, Edsels, and European makes like Fiat and Citroen.

Even more impressive is the "back lot tour"—a collection of cars just waiting for restoration. Jack is especially fond of "orphan cars," those one-off or very low production makes or models that you just don't see everyday. In fact, there may be a car or two that you've never heard of.

The Millstream Classic Car Museum is located at 1450 S. Washington in Ogden. The museum tours are by appointment, and the BMCU is scheduled for 10:00 am on Saturday, January 13th. It would be good to be there a few minutes early so we can get grouped up. Jack will personally lead our tour of the museum and asks that we move through the museum as a group as he explains the highlights of the collection. Afterwards, there's time to move about on your own.

Keep in mind that the museum is normally a bit cool, so make sure you wear a jacket.

Also, Jack does not charge admission, but would appreciate a donation to keep the place running—it costs a lot to restore, maintain, store, and show these beauties.

For those traveling north to Ogden, the best way to get to the museum, located at 1450 S. Washington, is to get off of I-15 at the 21st Street exit (past the Flying J truck stop), then head east to Washington. Once you get to Washington, turn left and travel north about 6 blocks to the motel and museum. Look for Motel 6 on the west side, and Millstream Motel and Classic Car Museum on the east side (you can also get off on 12th street, go east to Washington, then turn south and go about 3 blocks south to the museum).

For those in Salt Lake, let's meet up again at the parking lot just behind the capital at 9:00 am, then caravan or carpool up from there.

After our museum tour, we'll put our heads together and pick a restaurant for lunch.

Here's the important details again:

Saturday, January 13th, 10:00 am (try to be a few minutes early)

Millstream Classic Car Museum
1450 S. Washington
Ogden, Utah

No admission fee, but donations are appreciated

Salt Lake BMCUers meet in the parking lot behind the capital at 9:00 am

If you get lost, you can call the museum for directions at 801-394-9425.

ClearBra demonstration. The second part of our January double-header event is a ClearBra demonstration.

If you've never heard of ClearBra, it's a clear material that is put onto the front of your car (or any other area likely to be

Happy New Year!

Another new year has come, and it wasn't accompanied by widespread natural disasters or global political upheaval. Here's hoping that all the little things stay together, too—like your car.

Have a Happy and prosperous New Year.

damaged by road debris, such as fender wells and rocker panels). The material is fitted right to your car's contours and in most cases is almost invisible. We witnessed this amazing product on Mitch Johnson's Spitfire at the November event.

Steve Bennett, owner of a ClearBra shop in Kaysville, has agreed to give us a quick demo of the product, how it is applied, and the kind of protection it offers.

Steve's shop is located at 527 North Market Street in Kaysville—just a quick side tour for the Salt Lake BMCUers as we head home from the Millstream Classic Car Museum.

To get there, take the Kaysville exit off of I-15, then head east. At the second light (there's a Phillips 66 station on the right), turn left (north) and go until you reach a "T" intersection. Turn left again. Go about 1/2 mile, and you'll see a number of storage sheds. Turn right as if to go into the storage sheds, then look for the the Goodson sign building. Steve's shop is located in there.

Steve is expecting us between 1:30 and 2:00 PM for the ClearBra demo.

In case you get lost, you can call Steve at 544-7985 or 510-1660 (cell) and ask directions.

If you miss the museum tour, but want to make the ClearBra demo, that's OK, too. Here's all the details:

ClearBra
527 North Market Street
Kaysville, UT
Meet up at 1:30-2:00 PM
Call ClearBra at 544-7985 or 510-1660 (cell)



All about synthetic oil

Maybe you know all about synthetic oil. Or maybe you've just heard stories. Either way, Ron Parent of Wrights Distribution, was at Bailey's Garage on Saturday, November 11 to answer questions and clear the air about synthetics.

Redline is one of the few synthetics to use a pure polyol ester base. This beginning makes all the difference for better lubrication, longer life, and exceptional heat protection. What this means to you is 10,000-18,000 mile (or annual, whichever comes first) oil changes, not to mention a few more horsepower and a longer service life for your engine.

Redline makes a full spectrum of products:

- Gasoline additive/cleaner/lubricator
- Diesel additive/cleaner/lubricator
- Diesel antigel
- Lead substitute
- Fuel antifreeze/water eliminator
- WaterWetter coolant additive
- Suspension fluids (read lever shock oil)
- Two-cycle oil
- Biodegradable oil for watercraft
- Full range of multi-vis motor oils
- Single weight racing oils
- Transmission and gear oils
- ATF
- Synthetic grease

While the stats are very impressive, Ron made it clear that synthetics are not for everyone. In some cases, high-mileage engines or engines with existing problems might not benefit from Redline oils. To get the more information, Redline has a web page that covers their product offerings. In addition, Redline has a toll-free number that you can call, give them the specifics on your vehicle, and the phone service rep can recommend the Redline product that's right for you (check out the web page to get the phone number).

Locally, you can purchase Redline products at Bailey's Garage. Call Mike Bailey at 743-2875. Tell him you heard about Redline through the BMCU.

The Lucas Calendar

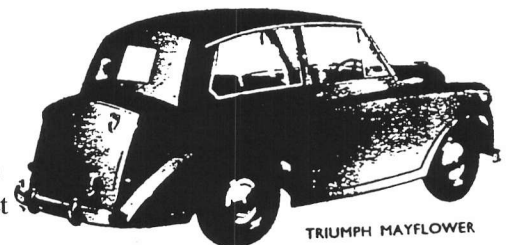
This calendar works about as well as its namesake, so use it with care. Club events have bold dates. The others you may find interesting. All events are subject to change.

January 13, 2001. Tour of the Millstream Classic Car Museum in Ogden. See article in this newsletter. For info, call Nathan Massie, 486-2935.

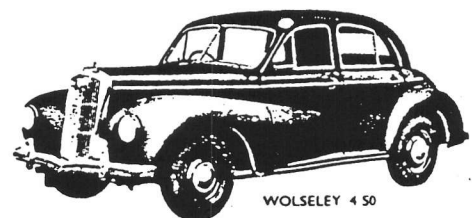
February 17, 2001. Pot-luck dinner/business meeting. We need a volunteer for this event.

Attending this informative Tech Session were: Bill Walton, Rich Sheya, Floyd Inman, Bill Robinson, Bill Van Moorhem, Craig Bartholomew, Dave Tanner, Jon Hermance, Ron Jefferys, Bob Wager, Mike Odernheimer, Mark Bradakis, Dan Forster, Gary and Daisy (the dog) Lindstrom, Tim Furner, David Marks, John Bauernhuber, Toni Leyba, Greg Johnson, Mike Jamison, Matt Hansen, Mitch Johnson, Pugs Pivrotto, and Nathan Massie.

Special thanks Mike Bailey for setting up and hosting this event, and to Ron Parent for taking the time to explain the Redline product line and its benefits.



TRIUMPH MAYFLOWER



WOLSELEY 450

February Pot-Luck

We all like the drives, the Tech Sessions help us understand our cars, and the social events are a fun part of getting to know the folks in the car club. But one of the most important events each year is the annual business meeting and pot-luck.

While all the details about where and when will be in the February newsletter, it's time to get a head start on the discussion by thinking about what you'd like to do in 2001. Not the improvements you plan to make on the car, but the events you'd like to see us, as a club, put on.

Maybe you know a great drive. Maybe you have a rich uncle who owns and restores cars and has a ton of 'em in a huge garage downtown. All of these suggestions make for a great events—we'll plan the driving events for the warmer months, and save the indoor activities for the colder months.

Either way, we need all these suggestions we can get as we fill up the calendar for the year. There are several events that are club favorites from year to year, but we always on the lookout for new ones or once-in-a-lifetime opportunities that may come along.

Another item that is discussed at the Pot-Luck is the offices in the Board of Governors (it sounds much more glamorous than it is). We are required by our incorporation as a non-profit organization to fill a certain number of slots. This commitment takes little time, and although the pay isn't great (as in no pay), the rewards for the club, and probably you, will be many. If you have interest in the workings of the club, offer your services as a Governor.

Finally, remember that along with the events we all enjoy, there's someone who has to coordinate each and every one. Some, such as the Alpine Loop run, require phone calls to suppliers for raffle-prize donations, while other events just entail picking a restaurant and a time for a dinner gathering.

Sometimes it's the same folks year after year who coordinate, plan, and pull off the events we all take part in. While gives some stability in the club workings, it can also mean that we'll do the same events over and over, not because we don't like them but because it's easy to coordinate an event that you've done before. In short, we need more folks stepping up to the plate and helping out, if not to give the club event calendar some variety, then to give the usual folks a helping hand.

Please plan to attend the February Pot-Luck, and help the club help you.

What's up with Rover?

Rover, more than a name in British cars, is likely on its death bed. Changing hands four times in the past 25 years, with two of those new owners in the past ten years, Rover may have finally met its doom.

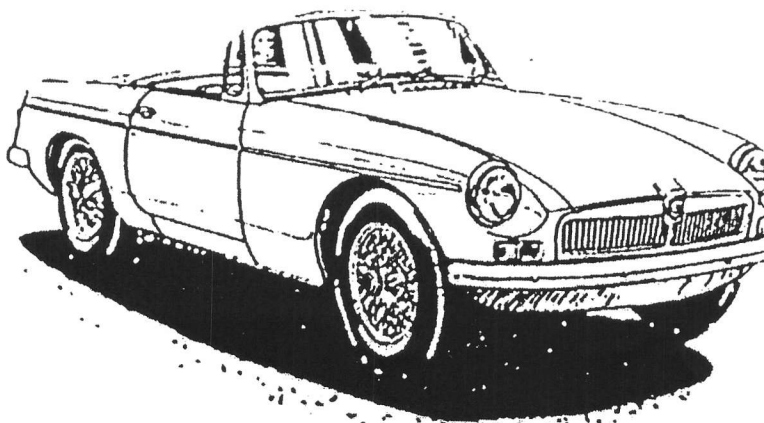
For the first time, Rover—comprised of MG, Triumph, Morris, Austin, Riley/Wolsely, Alvis, Leyland trucks and busses—had to be split up to be sold. BMW, which bought Rover from British Aerospace in 1994, poured gobs of money into the plants and gave Rover a breath of life. However, even BMW's finances are not unlimited. Land Rover's Solihull plant and Rover's Lode Lane plant needed extensive investment in facilities and

assembly line improvements. In just a few years, BMW invested more in Rover than British Aerospace did during its nearly two decades of ownership.

So, BMW split up Rover. Ford bought Land Rover, and added it to its stable of "premium" car brands alongside Jaguar, Volvo, and Aston Martin. Phoenix partners bought the remaining brands, including the MG, Austin, Triumph, and Rover nameplates. And BMW kept the Mini badge, a car that's been in production for 50 years.

The likely result is a successful Land Rover under the wing of parent Ford (which is selling about 200,000 Land Rovers across the planet), and the Mini is enjoying the success of its redesigned (and soon to be sold in the US) self that looks and feels like the original but has the technology and reliability expected today. What will happen to the other brands under the Phoenix Partners remains to be seen. Some rumors seem to indicate turning the most successful of these brands, MG, into a niche or specialty car and perhaps dropping the other marques, including Rover, into the oil barrel of automotive history. Time will tell.

Thanks to the Rovers North newsletter for the information from which this article was gleaned—Ed.



Autojumble

For Sale: Need a challenge next year? Think spring time. I have a '61 MGA coupe up on blocks for the winter, and it needs a new home. Car needs a complete rebuild. Call Kent Thomas at 485-5474 for additional information.

Exchequer report

No report this month.

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)

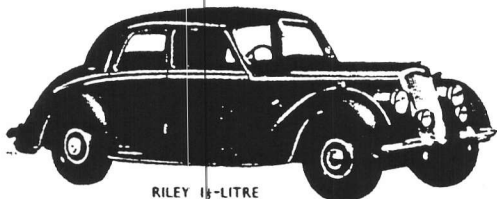
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This Newsletter is published by the British Motor Club of Utah, Ltd., a non-profit corporation of British automobile owners. The group holds monthly events such as drives, picnics, technical sessions, and more. We welcome owners (or potential owners) 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.



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British Motor Club of Utah

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