

British Motor Club of Utah

www.britishmotorclub.org

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Last newsletter?

By Nathan Massie

As you have probably read in this newsletter for the past few months, we've been seeking someone in the club to assume the newsletter duties. To date, no one has come forward. So, this may be your last newsletter.

We've kicked around some ideas recently as contingency plans should the newsletter not continue. For now, however, the best advice we can offer is to look at our web page at www.britishmotorclub.org to get club news.

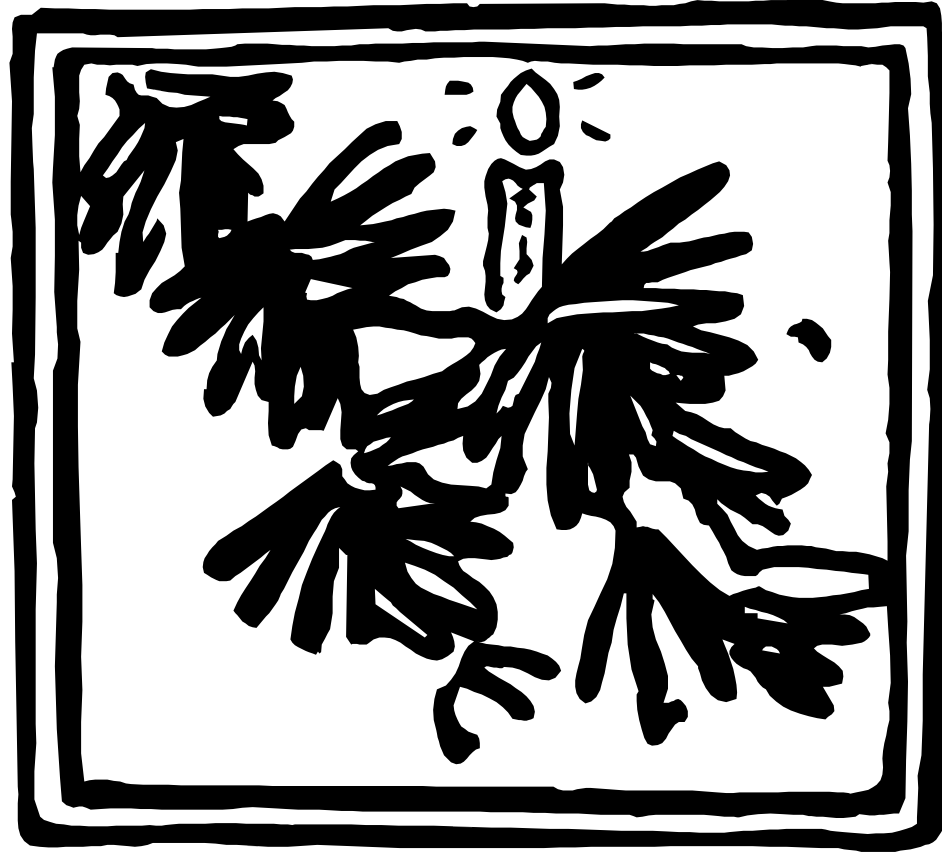
For my part, I'd like to thank everyone for the help and consideration during my tenure as editor. I hope to see you at an event!

November event

Our November event is Saturday, November 16, at 9:00 am. Instead of a tech session as originally planned, we're trying something a bit different this year. We will be having a "Grounds and Garage" tour.

The Grounds part is a coffee get together at Jitterbugs, 1855 South 700 East in Salt Lake City. Plan to meet there at 9:00 am "ish"—anytime from 9:00 until about 9:30 will do. Besides coffee, Jitterbugs offers hot chocolate, juices, bagels, and such, so you can make your breakfast plans once you get there.

For the Garage part of our event, we'll leave Jitterbugs at 10:00 am and head north to visit the garage of Pugs Pivrotto. Pugs has a hanger-type garage out by the airport. There's sure to be a few cars to look at, some tech talk to



Happy Holidays!

Yes, it's a bit early to be wishing everyone a Happy Holiday. But just like the past few years, we won't send a December newsletter. There's not an event in December, and it saves us about \$50 in club money on the postage.

So, from all the folks who keep the club running—Bill Robinson, the Governor General, who represents the club and organizes many events; Bruce Schilling, who keeps the list of members, and helps each month labeling newsletters and

getting them to the post office; Pugs Pivrotto, who works on events and copies the newsletter; Marty Van Nood, who keeps our finances in order; Mark Noeltner, who maintains the web page; the whole crew who puts together the Field Day each year, a huge task; all the members who organize the events, making calls, reserving restaurants, driving the route beforehand—from all of us, a wish to you and yours for a wonderful holiday season.

listen to, and, depending upon the weather, maybe an opportunity to move a few cars around.

Mark your calendar—Saturday, November 16th!

Got a hot "A?"

By Bill Van Moorhem

MGAs have a reputation for overheating. Mine has been something of a problem for the past 20 or so years, although I keep slowly improving the situation. The most recent discovery is that MGAs should have a bypass thermostat. If you look in the recent Moss catalogs, or the official MG parts manual, you will see that the thermostat shown has a sleeve around it. The Moss catalog also states that this type thermostat is "not available." What is a bypass and a bypass thermostat?

The bypass is a route for hot water from the engine head to be directed back to the engine block bypassing the radiator. At first this sound like something that you don't want to ever happen, but a bit of thought explains that it allows the engine to heat up quickly, which is important for carburetion, lubrication and cold weather operation. It also explains where the water goes when the thermostat is closed,

but the water pump is running. The bypass may involve the use of an external hose, on T-series, for example; may be cast in the head and block, as in the MGA and, I would assume, MGB; or a mixture of the two, as on Midgets with A-series engines. The original thermostats on the T-series, and MGAs included a means of blocking off (at least, partially) the bypass when they were open. A thermostat with this feature of blocking off the bypass when it is open is called a bypass thermostat. The sleeve on the thermostat that is shown in the Moss MGA catalog is the component that blocks off the bypass.

At this point MGA owners have several options regarding thermostats: 1) use a modern thermostat that does not block the bypass, 2) remove the thermostat entirely, 3) remove thermostat and insert a blanking sleeve that blocks off the bypass, 4) install both a modern thermostat and the blanking sleeve, or 5) find a bypass thermostat. Based on the experience of several T-series owners and my experience with my MGA, using a modern thermostat may not totally cause, but definitely contributes to overheating since the bypass is always open and hot coolant can avoid the radiator. Removing the thermostat entirely does not block off the bypass and may result in slow

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. Grounds and Garage tour, Saturday, November 16 at 9:00 am. See the article in this newsletter.

December. No event.

January 2003. Utah Lotus Museum. Mark Bradakis, 364-3251.

February 2003. Pot Luck dinner and business meeting. Stay tuned for date, time, and place.

warm-up, and cause a high flow rate though the radiator and engine that may, again, may, increase overheating. Some people have removed the thermostat very successfully, but it has caused problems for others. Moss definitely recommends not doing this.

Removing the thermostat and replacing it with a blanking sleeve (see the Moss catalog or other sources) will definitely close off the bypass, but should result in very slow warm-ups. Moss suggests this for racers but says nothing about non-racers. Racecars are normally warmed up slowly, and with no load before a race, but most of us like to start the car and drive off with little or no warm-up period. Several T-series owners have successfully blocked off the bypass with plugs in the external hose, but the long-term effects are not clear. Using both a blanking sleeve and a modern thermostat is an interesting idea, the problem is if both will fit or if they will result in leaks at the thermostat housing. The Moss blanking sleeve has a small hole to allow some bypass flow and the warm-up time should be longer but reasonable. I know of no one that has tried this and was about to do so when I made an interesting discovery.

Yeah, but can he tune a carb?

A mechanic was removing a cylinder head from the motor of a Jaguar, when he spotted a world-famous heart surgeon in the shop. The heart surgeon was waiting for the service manager to come take a look at his bike.

The mechanic shouted across the garage, "Hey Doc, can I ask you a question?" The famous surgeon, a bit surprised, walked over to the mechanic.

The mechanic stopped his work on the Jaguar, straightened up, wiped his hands on a rag, and asked, "So, Doc, look at this engine. I can open it up, take valves out, fix 'em, put in new parts, and when I finish this will work just like a new one. So how come I get a pittance and you get the really big money, when you and I are doing basically the same work?"

The surgeon paused, smiled, leaned over and whispered to the mechanic.....
"Try doing it while it's running."

A bypass thermostat is available that fits MGAs. XKs Unlimited has one for XK Jaguars that nicely fits an MGA. When the thermostat is closed the bypass is open and a reasonable warm-up time occurs. When the thermostat opens, it blocks off most (but not all) of the bypass. This looks like exactly what is needed and my "A" has not overheated since I installed it, even going up Emigration and Parley's Canyons in 90-100° weather. This thermostat is part number 09-0160 and is available from XKs Unlimited, 800-444-5247. The problem is the very Jaguar-like price, \$36.17, plus shipping, but so far it is working great and worth it. Both Bruce and Mitch (remember Mitch from Partsmaster?) have looked for a more reasonably priced alternative. So far they have had no success. Bruce did learn that

XKs Unlimited is having these thermostats especially made for them.

MGAs in Oregon

The North American MGA Register is planning to hold its 2003 annual convention, GT-28, in Welches, Oregon. The last GT held in the western U.S. was a few years ago at Lake Tahoe. Several members of the BMCU attended that event and had a great time. Welches is located between Portland and Mount Hood, a comfortable two-day drive from SLC. The actual site is The Resort at the Mountain and the GT will be July 14-18, 2003. The organizing committee has rooms reserved at \$89. per night for the event, but reservations must be made before February 1, 2003. You

will need to tell them you are with the North American MGA Register to get the special room rate. The resort has a web page at www.theresort.com where you can check the place out. The article in "MGA" that described the event did not tell me anything about registration for the GT, just with the hotel. I am guessing this will appear later.

The number of MGAs in the club is growing and it would be great if we can get group together to make the trip to the GT. Traveling with a group is fun and provides lots of support if a problem does occur. Julie and I have traveled fairly extensively in our "A" and the only problems we have had were easily solved. The best way to get your car ready to go on a long trip is to drive it a lot. If you are interested in the event give

From Car and Driver, 1966



**Outfit
your model
with
Continental**

A... DESMO BADGE BARS: All brass construction—heavily chrome plated. Mounts directly to bumper or apron. Model A (pictured)—17" length, \$9.95; Model B—28" length, \$10.95. **BADGE BAR CLIPS:** Double hole type, fits 3/4" standard badge bars. Complete w/nuts & bolts 75c ea. **BADGES:** Full color baked enamel emblem fitted to chrome plated shield backing, 3 1/2" dia. w/back mounting studs. (30 avail.—see catalogue) \$3.95 ea. Pictured: German States/Le Mans/Italian Cities/Cote D'Azur. **LUCAS TRI-POD HEADLAMPS:** 85,000 cp high beam gives tremendous projection. Improved capped-beam design has controlled low beam illumination. Replaces std. 7" headlamps. 6 or 12 volts avail. (Check for state approval.) \$21.75 pair. **LUCAS PROJECTOR & PATH-FINDER:** New from Lucas, sealed beam long range driving & fog lamps. 90,000 cp, both slim styled, chrome plated. Weather & vibration proof. Simple to mount—upright or pendant. 12 volts only \$16.75 ea. Specify long range or fog. (Check for state approval.) **LICENSE PLATE FRAMES:** Sleek design, stainless steel construction eliminates rusting & peeling. Standard size for any state \$3.95 ea.

B... LEATHER STEERING WHEEL COVER: Imported Cabretta leather. Hand crafted to our exacting specifications. Foam backed cover laces to your existing steering wheel. Provides positive & sensitive grip. Extremely comfortable in all temperatures. Black or saddle tan avail. Size A fits 15" to 16" O.D. wheels, size B fits 16 1/2" to 18" O.D. wheels—\$6.95 ea. **COMPETITION SEAT BELTS:** 3", fully approved by all sanctioned racing organizations. Complete w/all mounting hardware. Black or red avail.—\$19.95 ea. **AMCO RUBBER FLOOR MATS:** Crafted from high grade rubber & contoured to fit floor area. Heavily ribbed & crested w/car's emblem. Black, red or white avail. MGB \$12.95/set; Austin Healey, MGA, Sprite MK 111, TR 2-3-4 \$9.95 set; TR Spitfire \$7.95/set (add \$2.00 postage). **AMCO WALNUT SHIFT KNOBS:** Beautifully hand finished. Full color cloisonne emblem of car's marque recessed in top of knob. Shift pattern or plain also avail.—specify. \$3.75 ea. **KEY FOBBS:** Full color cloisonne emblem of car's marque set on Morocco leather (holds half dozen keys). \$1.50 ea. **KEY CASE:** \$1.95 ea.

C... AMCO LUGGAGE RACKS: Features all welded construction, heavily chrome plated. Demountable (pictured). Fits all cars w/trunk lid. \$26.95. Custom permanent racks available for Austin Healey, MGB, MGA, Sprite, Midget, Porsche, Triumph, Alfa—\$39.95. XKE, Stingray, Corvair—\$49.95. (Shipped freight collect.) **COLOR NATIONAL PLAQUES:** New import, features full color replica of country's flag. All mounting screws & directions incl. Countries avail. USA/GB/E/D/DK/N/B/SF/NL/S \$3.95 ea. **CONTINENTAL DRIVING GLOVES:** from Italy: Three smart styles to choose from. Knit back w/leather palms & adjustable wrist band, black or tan—\$8.95. Short competition style knit back w/leather palm, black only \$7.95. Sizes avail. 6 1/2 to 10 1/2. Specify style, color & size. **D... CATALOGUE:** (96 pg.) Sent free w/any order or send \$1.00 refundable w/order. Send cash, check or money order. 1/2 deposit on all COD orders. California residents add 4%. 10 day money back guarantee.






CONTINENTAL

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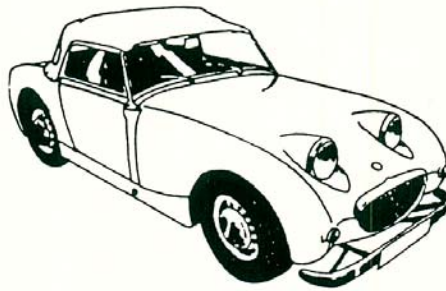
Autojumble

1954 Triumph TR-2, early long hood, S/N TS1397, white/red, older restoration, very good condition. \$15,000. Please contact Bruce Schilling at 486-0425 or email partsmaster4@sisna.com

Must sell: '77 MGB 1-owner. 32.5 k miles, in storage for past 20 years. Good condition. \$3500 obo. Also, '76 Centennial Model MG Midget. 1-owner. Low miles. Garage kept. w/hardtop. \$2500 obo. Both for \$4500/offer. Call Curtis Van Nood at 801-294-7870

Exchequer report

No report this month, other than to say that we've earned a few more cents in interest on the account.



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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.

Check us out on the web!
www.britishmotorclub.org

British Motor Club of Utah

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A Chapter of the North American MGB Register