

British Motor Club of Utah

www.britishmotorclub.org

October 2002

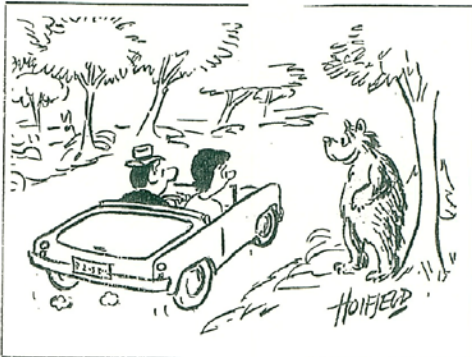
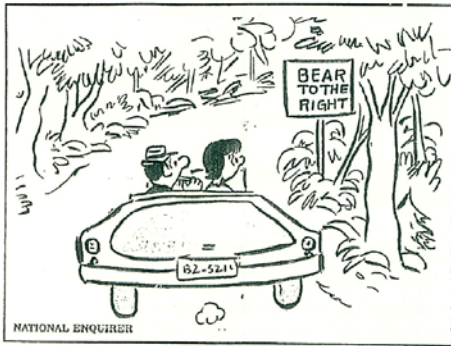
Volume 15 Number 3

No Fall Tinker Day

By Mark Bradakis

Sorry, folks, I'm temporarily tinkered out. For the first time in a decade, the Fall Tinker Day is canceled. With the recent move to another shop in complex, the shop is unfit for human occupation, and the Fat Chance Garage will likely not be set up until after the IVR race weekend October 19th and 20th. Hopefully there will be a Spring Tinker Day as usual.

Hmm, maybe I should just say that Tinker Day will be October 19th, noon to 6, east side of the Enola Gay hangar at the historic Wendover, Utah airfield. See you there?



End of the Season Dinner

Mark the last Saturday in October on your calendar. The End of Season Dinner will be at The Fiddler's Elbow at 1063 East 2100 South (463-9393) on October 26 at 6:00. We've been there before and everyone seems to enjoy the place and its selection of food and beverages. The food is excellent and similar to that offered by most pubs. Figure on \$7 to \$10 each plus beverages, tax, and tip. Now for the fine print. Due to the size of the group, they will automatically add an 18% tip on each bill. They will do separate checks but did remind us that this takes a bit of time with a group of our size. Therefore, please be patient, sit back and relax with friends or bring exact change if you're in a hurry.

We will be sending out an e-mail around Oct 21st to get a final head count for the restaurant. If you don't have e-mail, please call Gregg Smith at 943-2361 and RSVP the week before the event.

This might be the last driving event of the year, so drive your Brit car if you can. Thanks all...and see you there!

Just cruisin'

The blistering heat of summer had passed for the most part, but things were heating up at the State Capitol as car after car assembled for the second annual Sate Street Cruise Night. Like last year, this event attracted a few cars that had not been seen at previous events and the trek down State Street lured a bunch of eager drivers out for a spin and some good food.

We waited until 7 PM and true to form, a couple cars showed up at the very last second as we were about to hit the road. And hit the road we did, cruising leisurely down State Street all the way to 90th South.

There we turned up the hill to the Sandy Dairy Queen, owned by Joe Chou. Everyone ordered dinner or snacks and we had a grand time. Joe had prepared a very large ice cream cake with a picture of an MG on it. Jon Hermance, master of the Klingon knife, pummeled the cake until it surrendered itself into many small pieces to feed the hungry masses of the BMCU clan. Indeed, we stumbled across a real Brit, out for ice cream with her kids, and she gave us rousing pep talk.

Then we got down to business for a small raffle. Some automotive prizes were donated by Bill & Julie Robinson and Joe Chou donated certificates for ice cream cakes. We raised \$60 from the event for our club coffers.

It was another great BMCU turnout with 19 cars present. 18 were British and yours truly had to show up in the British Motor Werks sedan, as the clutch on the Spit hasn't fixed itself yet. Present from the sign up sheet were Joe Chou, Bill & Julie Robinson, Nichols & Stuart

Nichols, Bill & Julie Van Moorhem, Kent & Kaye Thomas, Larry Farrington, Rick Florer, Will & Diane Pataki, Bill Walton, Kendall & Connie Dewsnup, Jim & Barbara Munter, Jenny Robinson & Ben Fannesbeck, Dil Strasser, Mike Pennington, Barbara Nordquist, Ted Hemsley, Mitch & Diane Johnson, Barney & Toni Bauernhuber, Mary & Larry Bishop, Mark & Joyuce Noeltner and Roger & Jill Davis. Sorry if we missed anyone. Thanks to all for making this another successful BMCU driving event.

A beautiful Nebo fall color tour

Some habits put you more in a groove than a rut. That's the case with the BMCU annual fall color tour 'round Mt. Nebo. This year the unbroken string of fine weather was maintained, although a down pour an hour before rendezvous time raised doubts. And despite this year's drought, the fall colors were beautiful, especially the vivid red scrub oak at lower levels, and bright golden aspen higher up.

The route followed was the standard--down Redwood Road to Lehi, then along the west shore of Utah Lake to Elberta, then Goshen with its lovely sports car canyon, past Mona Lake to Nephi, then east to the Loop Road, with a picnic lunch at Bear Canyon Campground. Then up and over, with no overlooks overlooked. Finally, farewells and "same time next year" resolutions were exchanged at the de-mustering point at the mouth of Payson Canyon.

Participating were: Todd and Connie Pixton, Tony Walker, Buck MacConaghy, Julie and Bill Van Moorhem, Jule and Don McEligot, Mike and Sally Pennington, John Progress, Ken and Patrick Gleason, Mark and Joyce Noeltner, John "Barney" and Toni Bauernhuber, Nan and Bob Green, Larry and Margaret Farrington, Jon and Susan Hermance, Kendall and Connie Dewsnup, Nick and Stewart Nichols, and tour leaders Gary, Sandy, and Margaux Lindstrom.

Alpine Loop Thank You, corrected

We need to correct the list of companies we printed in last month's newsletter. We inadvertently left The Easthill Group/The Eastwood Company off the list of generous donors that made this year's Alpine Loop very successful. Thank you to all of the donors to the 15th Annual Alpine Loop Event. The complete list of businesses, listed alphabetically, includes:

Apple Hydraulics
Easthill Group/The Eastwood Co.
Fat Chance Garage
Moss Motors
Pep Boys
The Roadster Factory
Utah Lotus Museum
Victoria British

We appreciate their continued support; some have donated items for our club's events for many years. We would like to remind all of our members to please patronize the companies which donated to the event.

Autojumble

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

For Sale: '90 Miata, in very nice condition. It has about 52K miles, a new tan soft top, a hard top (for winter driving??), and new 2000 Miata wheels and tires (with about 5K miles on them).

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.

October 19. Tinker Day has been cancelled. See article in this newsletter.

October 26. End of the Season Dinner at Fiddler's Elbow. See article in this newsletter. Gregg Smith.

October 31-Nov 2. High Country Tour, Sedona, AZ. Racermoss@sedona.net

November. Tech Session. Date and time to be announced.

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.

Car looks great, is in excellent mechanical and cosmetic condition (60-year old driver), never been in an accident, obviously no rust (was a Texas car until late 2000), and very well maintained (e.g. timing belt, new rubber belts and hoses all replaced in 2000 at 40K miles, and I been replacing the oil with Mobile-1 every 3K miles). Car is in Idaho Falls, and can be seen anytime. Contact Russel Hertzog via email, or at 208-542-9922 (evenings and weekends) or 208-526-4092 during business hours.

For Sale: Very nice green TR-6 in Boise. Everything (rubber seals, interior, bumpers, etc) on it is new except the driveline and engine. A first rate driver. Owner is anxious to sell starting at \$7K. Call Jerry Renfro, 208/939-2546.

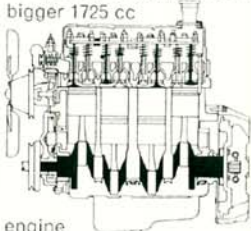
How to buy a high performance sports car—complete—for less than \$2500.[†]

Start with a dealer who sells the new Sunbeam Alpine V. You'll find it as advertised above—and carrying Chrysler's 5-year/50,000-mile warranty* besides.



It took British Sunbeam and Chrysler together to bring it about, but there it is: a tough Class F contender for a mere \$2468.[†]

Alpine V has muscles. A bigger 1725 cc



engine puts out 100 hp at a comfortable 5500 rpm. With twin carbs, a regeared, fully synchromeshed 4-on-the-floor plus quick clutch, 0 to 60 comes in 12.8 seconds.

5 years/50,000 miles

Alpine V is also built to satisfy Chrysler's famous engine and drive train warranty. The

crankshaft now has 5 main bearings; a new oil cooler maintains lube efficiency at high rpm; even the exhaust ports are staggered to discourage hot spots in the block.

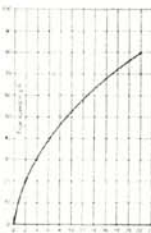
No austerity here

With so much car built into the basics, the amazing thing is what *else* Alpine gives you for your \$2500 or so.

Take brakes. 9.85 in. Girling discs up front, 9 in. drums behind. Generous. They're also self-adjusting at all 4 corners—

and power assisted besides!

Take steering. A fast, crisp 3.3 turns lock-to-lock. The wheel also telescopes in and out and locks at your fastest, most



comfortable reach. Take bucket seats.

Alpine's are richly padded, neatly turned out in pleated vinyl. Both adjust forward, back, up and down, and the backs recline.

Take room. Alpine has more than most sports cars at any price. Even around the feet (pedals are adjustable) and in the trunk—two places you often get pinched.

Etc., etc., etc.

Console with locked storage well is standard. So is a heater with 2-speed blower. The dash is a gem of instrumentation. The convertible top is self-storing and easy to work. And so on.

So for the impossible on a

\$2500-type budget, you now have a place to go: your Sunbeam dealer's, for Alpine V.

Only thing that meets it for value is a Sunbeam Tiger V-8. But that's \$1100 more.[†]

***HERE'S HOW THE SUNBEAM ALPINE 5-YEAR OR 50,000-MILE ENGINE AND DRIVE TRAIN WARRANTY PROTECTS YOU:** Chrysler Motors Corporation warrants all of the following vital parts of Sunbeam Alpine cars imported by Chrysler for 5 years or 50,000 miles, whichever comes first, during which time any such parts that prove defective in material or workmanship will be replaced or repaired at an Authorized Sunbeam Dealer's place of business without charge for such parts or labor: engine block, head and internal parts, water pump, intake manifold, transmission case and internal parts (excluding manual clutch), drive shaft, universal joints, rear axle and differential, and rear wheel bearings. **HERE'S ALL YOU MUST DO:** Give your car this normal care—change engine oil every 3 months, or 4,000 miles, whichever comes first; replace engine oil filter every second oil change; clean carburetor air filter every 6 months and replace it every 2 years; clean crankcase ventilator valve, and change transmission and axle lubricant every 6 months or 8,000 miles, whichever comes first; and every 6 months furnish evidence of this required service to a Chrysler Motors Corporation Authorized Dealer and request him to certify receipt of such evidence and your car's mileage. This warranty shall not apply to cars subjected to racing or other sustained high speed use, acceleration trials or wide-open throttle operation, etc.

†Mfr's suggested retail price, East Coast P.O.E., state and local taxes, destination charges and options extra, including multi-mirror. West Coast slightly higher. **FOR MONEY-SAVING EUROPEAN DELIVERY,** ask your dealer about Sunbeam's Overseas Delivery Plan.

**ROOTES
SUNBEAM**

ROOTES DIVISION



**CHRYSLER
MOTORS CORPORATION**

Autojumble, continued

I need to reduce my Jaguar collection!
The following cars are for sale.

These first two cars are drivers in excellent condition:

1990 XJS convertible, medium metallic brown/tan, excellent condition

1993 XJ6 sedan, British Racing Green/tan, excellent condition

The following list are project cars that need work as listed. In some cases, I may have most of parts to fix them:

1988 Van Den Plas, needs paint and tlc

1990 XJ6 Sedan, front end damage

1989 XJS coupe, engine fire, otherwise beautiful shape

1995 XJS convertible, front damage

1998 Van Den Plas, front end and side damage

1997 XK8 convertible, right front end damaged

2001 XJR convertible, roll over

Please contact Dave Hobson at 801-224-9313 or email at drhobson@hotmail.com, or call Bruce Keetch at 801-368-9900 for more information.

Board of Governors:

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

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.

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

British Motor Club of Utah

1944 East 2700 South
Salt Lake City, Utah 84106

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A Chapter of the North American MGB Register