

# British Motor Club of Utah

www.britishmotorclub.org

AUGUST 2004

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## Alpine Loop Rolls On August 21

It's time once again for our annual Alpine Loop Run, Raffle and Picnic. This is BMCU's 17th annual trek up that familiar mountain. This year's run will be held on Saturday August 21, 2004.

We will meet as usual at the southeast parking lot of the South Towne Mall at 9 am for a 10 am departure. Those of you from Utah County and south can meet up with the group at the Chevron station in Highland around 10:30 am (Lucas Time). There will be time for you to purchase

raffle tickets before departure or you can buy last minute tickets at the Heber picnic area. (or flag down Mary and Larry Bishop at any time during the run if you have an overwhelming urge or compulsion).

The run begins at the South Towne Mall, then moves on to the I-15 Frontage road and then on to Utah Highway 92. This highway takes us east into American Fork Canyon and past Timpanogos Cave. The road is no less steep

this year than in previous years. At the summit we drop down past Deer Creek Reservoir and into Heber City. For the benefit of those whose cars didn't make it up the Canyon we will meet in Heber at the park behind City Hall for lunch and the raffle. Afterward we leave Heber, climb past the Jordanelle Reservoir and through Francis, Kamas, Oakley, Peoa, Brown's Canyon and into Park City for our traditional, TRIUMPH-ant (for those who made it) parade down Main Street.

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Julie, Susan and Kathy enjoy Classic Boat Show at Sandpoint, Idaho en route to the GoF West 2004 — see story on page 5

## August 7 Date For Heber Day

Set your calendar for a great time in Heber. The date is Saturday, August 7, the time is 4:00 PM, and the place to meet will be the Smith's Grocery Store on the north end of Main Street.

Line-up for the parade will begin at 4:30 with the parade starting at 6:00 PM. As usual, we will have dinner at one of the local restaurants after we complete the route.

Let's all turn out for a great day in the beautiful Heber Valley.

### Burma Shave Sign

DON'T LOSE YOUR HEAD  
TO GAIN A MINUTE  
YOU NEED YOUR HEAD  
YOUR BRAINS ARE IN IT

# Alpine Loop Rolls On Aug. 21

Continued From Page 1

From there we head out toward Kimball Junction and then toward home.

This event is our biggest of the year in both size and revenue generation. Please purchase as many tickets as you can afford (we won't feel guilty if you mortgage your house to buy tickets as long as you don't sell your British car.) In addition to lots of British motor related items, we will have other exciting prizes such as hotel stays and massage certificates (especially beneficial for you non-Triumph drivers). If you or your company have anything to donate to our raffle, please bring it along on the day of the run, or contact Larry Bishop (Phone 801-

558-5688, e-mail [larry-bishop2@comcast.net](mailto:larry-bishop2@comcast.net)).

You can bring along a picnic lunch or purchase lunch in Heber, we also recommend you bring folding chairs or blankets, sunscreen, epinephrine (for those allergic to wasps), spare hoses, belts, oil, coolant, and duct tape because it's just plain useful.

We hope to see you all at the run even if you can't drive your British car (we swear we won't laugh at you behind your back). Let's make this 17<sup>th</sup> Annual run the best one yet.

Larry or Mary Bishop will be happy to answer any questions you have.

## Whitworth, Nuffield, BSF and British Association Fasteners Essentials for a Britmobile Owner of a Certain Age ...

-- Gary Lindstrom and Bill Van Moorhem

You see a great buy on Whitworth taps and dies on Ebay and you say to yourself "These sure would be handy to clean up the threads on my MGtriumphMorganAustinHealeyJaguar project car!"

Wrong! Even though Whitworth wrenches are essential for work on most pre-1960 British cars, there is nary a Whitworth *thread* to be found on these vehicles. And maybe your most handy wrenches are actually labeled BS rather than WW, and have different size designations? What gives? Well, the answers have enough historical twists and turns to fill a Miss Marple mystery.

There is so much consternation on this subject that we will endeavor to enlighten the BMCU Assembled Multi-

tudes with this All Purpose (Brief) Guide to British Fasteners on such vintage vehicles. So, pull up your creepers and let's get to work.

### Part 1: Whitworth vs. BSF

The Whitworth thread form (BSW, or WW) was proposed by Sir Joseph Whitworth in 1841, and adopted as the British industry standard a few years later. This was supplemented in the early 1900's by British Standard Fine (BSF) threads, which are finer (and have a different thread angle, but that's not important here). Thus the Brits had both coarse (Whitworth) and fine (BSF) thread bolts. Fine thread bolts are stronger than coarse thread since

(Continued on page 3)



## The Lucas Calendar

This calendar works about as well as its namesake, so use it with care. All events are subject to change. Check our web site for the latest information. [www.britishmotorclub.org](http://www.britishmotorclub.org)

**August 7:** Heber Valley Parade in Heber. Doug and Ilene Wimer, 435-654-2117. See story on page 1.

**August 21:** Alpine Loop Run. The event that started the BMCU, and a club favorite. See story on page 1. Larry and Mary Bishop, aided by Mitch Johnson.

**September 6:** Miner's Day Parade in Park City. Floyd Inman, (435) 645-8460.

**September 19:** State Street Cruise Night. Mark Noeltner and Joe Chou.

**October 2:** Fall Color Tour to Monte Cristo. Bill Walton.

**October 23:** End of the Season Dinner. Gregg Smith.

**November 13:** Tech Session. High Performance Coating (HPC) for heat/durability. Mitch Johnson.

**December:** No event.

**January 2005:** Tech Session. Suggested topic is powder coating. Date and organizer needed.

**February 12, 2005:** Potluck and Business Dinner.

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# A Love Like Any Other—The Ongoing Affair of Car Nuts and Their Beloved Autos

*By Eryn Green*

University of Utah Daily Chronicle  
[Wednesday, June 23, 2004](#)

The city of Wendover, on the Utah/Nevada border, may actually be the most cheerless, painstaking place on earth.

Aside from the occasional cultural gathering held within its city limits or the random scuba-diving excursion (the closest dive spot for Salt Lake City divers is Crystal Lake, just outside the city), there are very, very few reasons for mentally stable U students to make the hour-and-a-half drive out west to the geographic time-suck in the desert.

Last weekend, one of those few good reasons presented itself.

Every summer, the Rainbow Hotel Casino gathers some of the more spectacular hotrods in the western United States with its Rainbow Casino Cruise Night and reminds us that car culture is truly a culture all its own, more than simply a collection of like-minded wrench monkeys and gear heads as some might have you believe.

With attention to every detail from hub-caps to engine bays, compulsive polishing and repolishing of chrome and paint, and near-paternal devotion, it is clear just how important vehicles can be to their owners.

This is because for some people, cars are more than simply transportation.

It might be hard for others to understand, but for some, cars can be artistic creations-individualized expressions and extensions of personality.

My father is like this. Since before I can remember, I have distinct and vivid memories of cars and my father. Whereas some kids associate golf clubs and astringent aftershave with their dads, I associate with mine socket wrenches and the fragrance of 10W-30.

One of, if not my first, memory is of an infantile version of myself standing on the drivers seat of my dad's parked, silver Mercedes, hands on the wheel, imagining-I'm sure-how it must feel to drive recklessly through the garage door and out into the cool suburban street.

When I was 14 years old, my dad fulfilled a childhood dream of his by ordering a unique British roadster he'd fantasized about since first seeing it as a teenager in the 1960s.

(Continued on page 4)



## Autojumble

TR3, complete in pieces, must sell due to moving, \$1,000. Call Jim, 571-0331.

1970 MGB-GT, \$450.00 or more as I fix things. Very complete unchanged car. Absolutely straight except for garage ding damage to the aluminum hood. Now has air where once there was rust in many of the usual non-structural areas which can be fixed with Moss repair panels. Near perfect rust free doors. Missing a fuel gauge. Brakes, suspension, wire wheels, hubs, motor and transmission mounts, cooling system, electrical, interior and paint all need reconditioning or replacement. Excellent sounding engine, serviceable exhaust system. [jona-than\\_hernance@atk.com](mailto:jona-than_hernance@atk.com), residence 801-583-5846, 1437 East 900 South, SLC, UT.

## Whitworth, Nuffield, BSF — continued from page 2

less metal is removed in making the threads.

As stated above, there are no (although there may be one out there somewhere) Whitworth threads on our cars -- only BSF -- but with Whitworth sized bolt heads, and hence wrench sizes. The most commonly seen threads are 1/4 x 26 threads per inch (TPI) BS, 5/16 x 22 BS, 3/8 x 20 BS, 7/16 x 18 BS, 1/2 x 16 BS, and 9/16 x 16 BS. BS wrenches come in the these sizes, labeled by nominal (outside) bolt diameter. Hence for the bolt sizes listed above, we use BS wrenches labeled 1/4, 5/16, 3/8, 7/16, 1/2, and 9/16 inch, respectively.

Whitworth wrenches are the same sizes, but labeled one size smaller. Hence the Whitworth wrenches for the bolts listed above are respectively 3/16 BSW, 1/4 BSW, 5/16 BSW, 3/8 BSW, 7/16 BSW and 1/2 BSW.

Where are these used? Essentially, everywhere on a 1950's and earlier car -- but not on MG engine blocks -- as we shall see in next month's continuation.



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## A love like any other . . .

(Continued From Previous Page)

The Lotus/Caterham Super 7 that arrived at our Park City home in several giant wooden boxes-waiting to be assembled-represented for my dad the realization of a lifelong desire, and for me, the opportunity to spend some quality time with my male role model as I prepared to enter the unsure territory of high school.

Throughout that winter, from November until late May, we worked side by side for several hours a night, usually after dinner, torquing lug nuts and making sure the carburetors on the car's tiny-but-eager engine were adjusted just right. I didn't do much homework that quarter and I think I received the lowest marks of my high school career, but the countless hours spent neglecting my studies were well worth it.

I didn't do much in the way of actual work on the car, but I stood patiently by, admiring the way my dad so tenderly attended to that which he'd waited so long to possess. During the process, I learned a thing or two about how a fuel pump works and why multiple-spark ignition is a good idea for an old car. I even learned how to register a non-American car in the States.

But, while the auto lessons I learned are no doubt valuable, they pale in comparison to the real insight I was given during those cold nights in the garage with my father-the insight to the real rewards of devotion.

My father has never made any apologies for his conversion to Judaism from Mor-

monism earlier in his life, but watching him dutifully build that car made me think he missed his religious calling as a Buddhist. His singular focus was genuinely humbling.

Such is the case for any true lover of automobiles-or any true lover of anything, for that matter. The way any and everything else in the world evaporates in the presence of that which you adore is all the reason needed to dedicate a life to one passion.

Cars are sort of like that-or, they can be, at least. I know something deep inside of me will always stir at the sound of a healthy exhaust growl.

So, when I got the call last week that the Lotus my father and I had built so many years ago would be shown at the Cruise Night this year, it is no surprise that I didn't hesitate in my decision to attend.

Even if it meant spending a few days in Wendover.

***Editor's Note:** For those of us that have attended the British Field Days over the past number of years, we have watched Rob Green's son Eryn grow up with the same passion and love of the British cars as his father holds. This article demonstrates the impact our enthusiasm for our cars have on our families, especially our children. Thank you, Eryn, for reminding us of this fact..*

## 3rd Annual Rotary Teton Hillclimb

This event will be held September 10-12 at the Grand Targhee Ski and Summer Resort in Alta, WY, near Jackson, WY. It is sanctioned by the Northwest Hillclimb Association.

Prices are \$65/driver for all days, and \$40/driver for one day only. A chicken and ribs dinner on Saturday is \$20 per

adult and \$12 for kids 6 - 14. T-shirts are available at \$15. A late fee of \$20 applies to applications postmarked after August 29.

Application forms are available from John Hansford, [hansford@drawknife.com](mailto:hansford@drawknife.com), 208.456.2560 (day), 208.354.8975 (evenings).

## Concours d' Elegance Scheduled For August 27-29

Once again, the Concours asks for your help and support. As many of you know, the 33<sup>rd</sup> Annual Concours D'Elegance Car Show will be held, again this year, at the South Towne Exposition Center on Friday, Saturday, and Sunday, August 27, 28, and 29, 2004. We scheduled the show this year for August, rather than October, hoping that this would make it more convenient for you and the public.

As you know, the former one-day format was changed, at least temporarily, for at least three reasons. First, the former format generated little, if any, money for the senior citizen centers, our traditional charity. We hope this new format will eventually generate much more of a contribution as a result of the 10,000 to 15,000 paying visitors we hope to attract over the three day show. Last year's show was the most successful ever in our thirty-two year history with respect to the amount of money we were able to donate to the senior citizen centers. Last year we also had more antique and classic cars at the show. Thank you for that support.

Second, we believe that a multi-day, indoor format with tight security will motivate more "long-distance" and out-of-state participants who would not otherwise bring their cars for a one day show.

Third, it was becoming more and more difficult, if not impossible, to hold the show at the University, regardless of whether the show was held on a Saturday or Sunday.

Many of the past participants in the Concours, who were initially opposed to the new location and format, were pleasantly surprised last year to find the weather was not a concern, security was tight, and the entire weekend was devoted to enjoying fine automobiles and the companionship of fellow hobbyists.

Contact Run Gunderson at 801-262-4999 for more information on your participation.

# Weather Fine, Jon Signs, Hyacinth Pines, Gary Wines

This year those faithful to T-series MGs gathered at the 32nd annual Gathering of the Faithful West at Harrison Hot Springs Resort, about 60 miles east of Vancouver, BC. Five vehicles headed north from Salt Lake -- two TDs, a TF, a YB on a royal barge, and a mother ship to deter bad luck.

The route up was spectacular, and featured great driving roads and little traffic. After interstating to Blackfoot ID, the entourage drove up the Salmon River valley, over the continental divide to the Bitterroute Valley, and northwest from Missoula along the Clark Fork River. At Sandpoint ID a gathering of classic wooden powerboats was underway, to the delight of all.

The group crossed into BC at the south end of the Okanogan valley (noted for wines). That stage ended in Osoyoos BC, where an Elvis Festival was underway, but (at our hotel, at least) the King was not on the premises.

While enjoying the pool (and some Canadian wine and brew) around the pool, who should appear but a Brit wearing an MG sweatshirt. Turns out that Nigel and Lillian were RV'ing around western Canada (mostly on the right side of the road), and screeched to a halt upon sighting our T-series in the motel parking lot. Much fun was had comparing notes on MG idiosyncrasies on both sides of the Atlantic.

Harrison Hot Springs Resort is located on a pristine lake surrounded by mountains of varying heights, including a snow draped one in the distance. Hotel service was excellent, including some of the best banquet food ever tasted at a GoF West. Gary indulged his love of wine at a terrific wine store featuring BC wines.



**The trip to and from GoF West 2004 at Harrison Hot Springs, BC, provided some spectacular. Above is a view of the Northern Cascade Mountain route home. See additional photo on Page 1.**

The most unexpected and celebrated event of the stay was the Hermances' purchase, sight unseen, of a 'cream and crackers' 1949 MG TC. Even the provenance (as they say on Antiques Roadshow) is remarkable: the car was previously owned by radio host Arthur Godfrey in Hawaii, where it has rested for several years.

At the car show (with people's choice voting), the Inman's YB saloon Hyacinth was a shoo-in for top prize in the Premier category, but it turned out that her prior Premier win in Durango in 2002 dictated ineligibility for one more year. Floyd consoled himself with a crafts prize for his ensemble of memorabilia from GoF West 1997 in Park City, and his re-election to the GoF West Steering Committee. Floyd immediately voiced the possibility of

BMCU hosting GoF West 2007 in Park City, in accordance with the ten year venue cycle currently in vogue (see article on page 6).

On the return trip folks split up according to family and logistical dictates -- the Inmans drove to Olympia WA for the wedding of a son, and the Van Moorhems drove to Klamath Falls OR to cache their TD as the first stage of their move there later this fall. The Hermance and Lindstrom T's were piloted home by a nostalgic route through the North Cascades and southern Idaho -- driven five years earlier on the way up to the 27th GoF West in Whistler, BC.

Enjoying the whole event were Jon and Susan Hermance, Bill and Julie Van Moorhem, Floyd and Kathy Inman, and Gary and Sandy Lindstrom. David and Muriel Machovec attended in spirit.

## GoF West 2007 Volunteers Sought

During a moment of insanity Floyd Inman agreed to once again co-chair the GoF West 2007 with Doug Wimer (he hasn't heard yet).

We will hold the event in either Heber (at the Homestead Resort) or, if that venue turns out to be too expensive we will go back to one of the hotels in Park City. In the meantime we will begin forming our committee and will need numerous volunteer to help us out.

This event will be open to ALL MGs, with emphasis on the pre-1955 years. The last time we sponsored the event was 1997 and not surprisingly the attendees are still talking about that being the best GoF West ever held. If you are interested in helping contact Floyd Inman at (801) 557-9740.

In kind support of the BMCU,  
ZenZoey's Copy Shop (487-9915)  
is gratefully acknowledged.

## Exchequer Report

As of July 25, 2004:

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**NOTE:** A new bank statement had not arrived by press time so the number shown is from last month.

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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](http://www.britishmotorclub.org)

# British Motor Club of Utah

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