

British Motor Club of Utah

www.britishmotorclub.org

April 2008

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Gathering of the Clan

Saturday March 15, 2008 was the annual gathering of the Clan O'BMCU at the Acme Burger Company in downtown Salt Lake City. Approximately thirty hardy souls braved the almost spring like weather, some even driving LBC's, to savor the fine food and enjoy the camaraderie.

Owner Alan Ireland was there to greet us and made an effort to introduce himself to everyone in attendance. Alan even sent around several platters of appetizers on the house for us to enjoy. For those

that don't know, Alan is a member of the BMCU and a Mini owner and one of his sous chefs is an MGB owner. Acme Burger is definitely a dining spot to return to. Thanks for taking such good care of us Alan!

Spotted in the parking area, were an MG TC, TD, TF, MGA, MGB's, TR6, TR7, Jaguar, Mini and a Crossfire (wonder who owned that). Attending lunch were Nan and Rob Green, Pugs and Diane Pivrotto, Larry Farrington, Jeff and Mary Phillips, Barry Eng-

strom, John Proggess, Jon and Susan Hermance along with daughter Laura and friend Steve, Mitch and Diane Johnson, Mike and Sharon Bailey, Dave and Carol Marks, Gary and Sandy Lindstrom, Rob Foye and Bob Jahnke. We apologize to anyone who attended but is not listed above.

After lunch a number of clan folk drove up Emigration Canyon to let their cars exercise after the long cold hibernation, up to Little Dell Reservoir and the road's winter end. It was brisk but exhilarating to blow the winter dust off our little beauties. All in all, a great time was had by all.

-- Pugs and Diane Pivrotto



**Proper
Distance
To him was bunk
They pulled him out
Of some guy's trunk
-- Burma-Shave, 1951**



Merrill Dewsnup works to raise the Wimer TC from a trance on the 2005 BMCU Memorial Day Run to Jackson WY — while beautifying the roadside.

Memorial Day Weekend Tour 2008 Jackson, WY

Here we come, again! Make your own reservation at the 49'er Motel before April 30. Call 307-733-7550 to reserve one of 15 rooms being held for the "British car club" through April 30. It may help to mention the Confirmation #438354 if the motel desk does not know what you're talking about.

The room rate this year will be \$115.00 a night (less the AARP discount where applicable) for the nights of May 24 and 25.

Saturday morning May 24 by 8:00 AM, be in the easternmost Hogle Zoo parking lot at the mouth of Emigration Canyon east of downtown Salt Lake City up Sunnyside Avenue. Be prepared to exchange cell phone numbers and receive maps.

We will leave the zoo in two groups. Those who may wish to go faster will be allowed a full 30-second lead up Emigration Canyon. Turning left on Hwy 65 will take us through East Canyon and Morgan to Mountain Green.

We will proceed over the hill past Snow Basin to Huntsville probably for lunch. From there through Monte Christo on Hwy 39 to Woodruff and north on Hwy 16 to Hwy 30 through Lake-town to Garden City. We will

leave Garden City on Hwy 89 and go past Big Bear Lake through Montpelier and on to Jackson to the 49'er Motel located about four blocks from the center of town at 330 West Pearl. After we have checked in, dinner Saturday night can be at Bubba's Bar BQ Restaurant for those who care to.

Sunday is open to do as you please. Jackson should have plenty going on even if it is raining or snowing some. One hundred twenty miles each way will take those who wish to from Jackson to the Upper, Midway, and Lower Geyser Basins north of Old Faithful in the Firehole Lake Drive - Great Fountain Geyser and Fountain Paint Pot Area of Yellowstone. Craig Pass is 8,262 feet.

The South Entrance to Yellowstone is 6,886 feet. Some short hikes get you to the various sights to see. It costs \$10.00 or more nowadays per car to enter the park systems for the weekend.

Monday at a time to be determined, we will return the way we came, weather permitting. Warm clothes, rain gear and good wiper blades are recommended. If you have questions concerning the tour, Jon Hermance at 801-583-5846, jonathan_hermance@atk.com or Bob Jahnke at 801-541-8218, bobjahnke@aol.com will try to answer them.



Once Around the Lake Spring Run

April 12

It's tax time, secondary water is about to come on, the snow is gone for the time being and it's spring on the Wasatch Front and time for our first "Once Around the Lake Spring Run". Departure will be from two locations, the State Capitol and Checker Auto in Kaysville. Both groups will meet at Rainbow Gardens at the mouth of Ogden Canyon for a pit stop and then continue on.

- 10:00 am The Salt Lake and south group will gather north east of the capitol overlooking City Creek Canyon at E. 500 N. and E. Capitol Blvd. That group will take the surface roads up into Bountiful, Centerville, Farmington and up to Old Hwy 89 to Harrison in Ogden and Rainbow Gardens at the mouth of Ogden Canyon east of 12th St. and Harrison.
- 10:30 am Our northern group will meet at Checker Auto Parts in Kaysville, 317 W. 200 N. just east of Wendy's. That group will travel north on Hwy 89, to Harrison, to Ogden and Rainbow Gardens to join the Salt Lake City group. From that meeting place we'll motor up the Canyon to The Oaks for lunch. Teddy Roosevelt took this route with other adventurous dignitaries on a motor excursion such as ours but the road had not yet been paved. Pictures of the event are in the Ogden pictorial archives. You'll feel the history of the area from your windshield at 30 mph.

From The Oaks we'll drive up to Pineview Reservoir in the pastures of the Ogden Valley to Eden, on to Liberty then up and over the North Ogden Divide, enjoying the spectacular view of the Salt Lake Valley. Then it's down from the Divide to Country Boy Dairy in North Ogden / Harrisville for dessert treats.

This is a lovely and local route that is rural, where we and our cars really want to be. No freeways here, just gentle touring in the British way. Come bat around Ogden Valley and enjoy this delightful area for our Spring Run. (Ed. note: Paul tells me "bat around" is a British term from the 70's where you take your motorbike out and ride around the countryside just for the sake of riding.)

-- Paul Jaroch

Autojumble

For sale: TR2 "small mouth" front clip. Has some surface rust, no dings, headlight inner rims, and crank socket. TR3 standard transmission. Not seized, but condition otherwise unknown (no overdrive). TR2-3 radiator, no obvious leaks, looks OK. Pierced for crank. Pictures available. Don Latham, email djl@montana.com or call 406-626-4304.

For sale: 1969 TR-6. Factory wire wheels, overdrive. This is a good one. \$12000 o.b.o. Contact; Dan Forster, Hm. 966-6463 Wk. 715-2410.

For sale: Two TR-6's. Please call Seymour Isaacs 435-649-9709 or 435-640-5957. (1) TR-6 1975, completely restored, custom red paint, upgraded suspension, matching custom build

trailer, 5 spd, 85873 miles. (2) TR-6 1974 dark green, 17,077 miles. Photos available on BMCU web site For Sale page.

For sale: Rare 1938 Triumph Dolomite, one of 4 or 5 in the world. Inquiries and viewing can be done by contacting Mr. Edward Gibson, (USA) (205) 467-7456.

For sale: '57 MGA. Ran when parked. Always garaged. One rusty rocker panel and one rusty fender. A little front end damage. Bumper & grill missing. Car located in Nampa, ID. Make offer. Wilton Freeman, at 208-466-7977(H) or 208-880-0845(C).

Wanted: TR-3 or MGA 15 inch wheels (stamped metal / disk) plain 4 lug nut type. Almost any condition even lightly rusted. Call or E-mail 298-8924 beachbum-barry@msn.com.

Wanted: Gas cap for a TR-6 or GT-6. Roger Gisseman, RGisseman@slco.org.

Wanted: Distributor for a late model Midget with Spitfire engine. Dean Anderson, 801-966-6520.

For sale: I've finally got around to finishing out some spring cleaning and have all of my TR7 parts collected. You can see the on <http://unable.com/tr7/>. I don't have a price set on any of them - just have a look-see, email me with any questions, and make a reasonable offer. They're all in Farmington if you want to come by and inspect anything - just let me know and I'll give you my address. I work on 33rd South and 7th East if that's more convenient to you - let me know what you want me to bring in to inspect. Jeff hegg@unable.com.

1966 MG: 100% ORIGINAL chrome bumper Model MGB. No rust. Dark Garnet in color, tan top, red interior. Almost fully restored new carpet and top. Needs work on carburetors. New items: convertible top, king pins, rear end, tires, oil pump, carburetors rebuilt but seals dried out, major tune items, seat/upholstery (autumn leaf color), battery, shock absorber, brakes, front wheels (real wire spoke knock off). All front end bushings-upgraded poly. If interested called 643-9206.

1973 MGB Owned since 1974. Body work done, no rust, partially in primer (originally red), one dent from a tree branch, broken windscreen. Engine tired but runs. Interior black, racked dash. Asking \$1,500. David Pendell, 801-ART-1706, davidann@uofu.net.

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The Zinc Controversy

If you follow the collector car email/web/blogosphere, you've probably hear alarms sounded on how modern motor oils are slowing destroying your beloved old vehicle.

Like much of what passes for news in that medium, these postings are a mixture of fact, opinion, fear, and wisdom. All this prompted me to do a bit of research (definition: looking up alleys to see if they're blind) on the subject.

My findings are summarized here --- I leave it to the reader to determine for his/herself how much of what I say fits into each of the four categories just listed.

1. The Problem

Most of our cars built through the mid 1980s have tappets (cam followers) that slide over cam lobes without the benefit of bearings (roller lifters are generally used in modern cars).

This sliding friction is obviously a wear point, which has been combatted in motor oils by the presence of ZDDP (zinc dialkyl dithio phosphate) in additive packages. This has been done for 70 years, I am told.

However, there is a serious problem with ZDDP in modern engines: it damages catalytic converters, reducing their emission abatement characteristics over time.

The EPA has mandated that automobile manufacturers design for a 150,000 mile lifetime for catalytic converters, which in turn has mandated that ZDDP be greatly reduced in motor oil (to 0.075% by weight, vs. 0.15% considered to be optimal for wear protection).

2. How Serious Is The Problem?

Cam lobes are surface hardened, which delays wear but once that surface treatment is breached subsequent wear is "usually rapid and catastrophic" (SAE Bulletin 770087).

Since the hardened surface layer is typi-

cally 0.0002 inches (thickness of a human hair), it's next to impossible measure whether it's an imminent problem in your old four (or six, or ...) banger.

ZDDP is included in just about all engine assembly lubes, and does a great job breaking in new cams and tappets - as long as it lasts. But after a few thousand miles we're dependent on the motor oil (or the cocktail thereof) we use.

3. What Can We Do About The Problem?

Basically, everyone needs to pick their own comfort vs. paranoia level on this issue. Here are some landmarks along that spectrum.

a) You might say "I put so few miles on the car each year that yearly (or more frequent) oil changes will be good enough for as long as I own the car."

Not much to add here, except to offer the comfort that there is still *some* ZDDP in all motor oils, just less than before.

I have seen some claims that e.g. Castrol GTX 20W-50 still contains relatively high levels of ZDDP, but since it does not contain a warning against use in catalytic converter cars, I am suspicious. Also, the Castrol web site omits Zn/P levels in their GTX product data sheets.

Indeed, if you dig deep into the technical Q&A section of the Castrol web site they say something to the effect that "we acknowledge the need for a product offering higher zinc levels for vintage engines, and are working on one".

Note however that Castrol Syntec synthetic oil does contain comfortably high Zn/P levels -- see (d) below.

b) "I'd rather be STS (safe than sorry), so I'll use an additive to boost

the ZDDP level."

There are several choices here, including:

1) ZDDPlus (Moss part number 220-805, \$9.95) which has 6.8% zinc, and 4.8% phosphorus. A 4-oz bottle mixed with 5 quarts of oil gives you pre-1988 concentration.

2) I have heard claims that over the counter oil additives, including CD2 (\$3.99 for 15oz at Checker) and STP Red (\$2.99 for 15oz), BG MOA etc. raise Zn/P levels, but their web sites make no such claims, so I am dubious. Also, there's the nagging worry that if they can raise Zn/P to old oil levels, why isn't there a catalytic converter warning?

3) GM used to sell a Engine Oil Supplement for diesels that contained ZDDP, but it was discontinued in 2007, probably due to fear that folks would use it in catalytic converter equipped cars.

c) "I'll stick with my favorite specialty oils, e.g. diesel or racing."

First of all, *don't* use diesel oils (e.g., Shell Rotella) in your Britmobile unless it's a diesel. These oils do contain high Zn/P, but are formulated for completely different operational requirements, and are really not suited for gasoline engine use.

Racing oils are a different matter. For example, Valvoline VR1 20W-50 sells on the web for \$47.88 for a dozen one quart bottles. Valvoline explicitly states that VR1 contains Zn/P 0.130/0.120 (presumably %).

There is an issue, though -- racing oils are designed for short term severe duty, not long term street use. A more complete street oil package is preferable for long term use.

d) "I'm with (b), but don't want to guess about the right ZDDP level (too much has problems too), so I'll use a motor oil devised for vintage engines."

There is an increasing range of choices

— *cont'd on p. 6*

100 Most Beautiful Cars As Chosen by Readers of The Daily Telegraph UK March 14, 2008

Editor's note: Jon Hermance kindly offered this interesting item. We show here the British winners. For the full story and photos of each car, follow <http://www.telegraph.co.uk/motoring/main.jhtml?xml=/motoring/2008/03/14/mfcars4.xml>

99. Triumph TR6: After a trio of Michelotti Triumphs, here's one styled by Karmann. Next stop: the TR7, for which no one cast a vote.

98. Triumph TR4/5: Visually identical, but the TR4 had a 2.2 four-pot while the TR5 received a 2.5 straight six.

97. Triumph Stag: Prone to various engine problems in its infancy, but surviving examples are mostly well sorted. Once an object of ridicule, now a cherished classic.

96. Triumph Spitfire: A Herald in a mini-skirt. Owed its existence to Leyland's takeover of Triumph, which couldn't afford to put the original Michelotti prototype into production.

91. Mini: The pioneering Issigonis original, rather than its Teutonic, upper-case successor.

85. Land Rover Defender: As beautiful as they come should you need to climb mountains, ford streams or follow rain-bows.

81. Jaguar XK: In the absence of an F-type, the closest thing you can get to an E-type for the 21st century.

80. Jaguar XJ220: Some customers tried to get their money back because of specification changes (it had a V6 turbo, rather than the V12 they anticipated), a price hike and the availability of the even-more-exclusive XJR-15. They lost.

78. Ford Granada Mk1: Polled as many votes as the Ferrari 250 GT California. An odd thing, sometimes, life.

68. Sunbeam Talbot 90: Available as a streamlined saloon or drop-head coupe'. Stirling Moss used to rally one.

67. SS100: The finest hour for SS Cars of Coventry, or Jaguar as it would be rechristened after the Second World War.

66. Rover SD1: Proof that the British car industry wasn't wholly flawed in the '70s. Shame it was seldom screwed together properly.

65. Rolls-Royce Silver Cloud: The Bentley S2/S3's close cousin. Optional extras included a chauffeur.

— to be cont'd in May issue



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 year's complete schedule and latest information.

www.britishmotorclub.org/lucas.html

Apr. 12: Ogden Canyon Run. Paul Jaroch, 801-389-8940. See article on p. 3.

May 3: Antelope Island Run, Michael Scoggins, 801-295-1732.

May (TBD): Living Traditions Festival, Pugs Pivrotto, 801-486-0547.

May 24-26: Memorial Day Run to Jackson, WY, Bob Jahnke, 801-583-3021 and Jon Hermance, 801-583-5846.

June 21: British Field Day, Liberty Park, Bill Davis, 801-484-2858.

June 26-29: 50 Years of Spridgets, Lake of the Ozarks, MO, Jack Laird, jlaird237@cox.net.

July 6-10: [Gathering of the Faithful West](#), Monterey Bay, CA, Mike Campbell, 619-425-0600.

July 13: Trappers Loop Run, Clayton Merchant, 801-451-5899.

July 28—Aug. 2: Jaguar Clubs of North America Western States Meeting, Grand Junction, CO, Steve Kennedy, 303-489-3955.

Aug. 4-8: North American Triumph Challenge, Ypsilanti, MI, Patrick Barber, 313-383-4041.

Aug. 16: Alpine Loop Run and Raffle.

Aug. (TBD): Eden Valley Balloon Fest.

Aug. (TBD): Senior Citizens Concours, Thanksgiving Point.

Sept. 1: Miners Day Parade, Park City, Floyd Inman, 435-654-7086.

Sept. 13: Historic Races, Miller Motorsports Park (hosted by Wasatch Mtn. Jaguar Register). Glen Hawkins, 801-253-9878.

Sept. 20: State Street Cruise and Dairy Queen Fest, Paul Jaroch 801-389-8940 and Paul Chou.

Sept. 28 (Sunday): Fall Colour Tour to Wolf Creek Pass, Gary Lindstrom, 801-532-1259.

Oct. 2-5: Triumphest 2008, South Lake Tahoe, CA, Mitch Johnson, 801-547-1087.

Oct. 25: End of Season Dinner, MacCool's, Layton, UT, Mitch & Diane Johnson, 801-547-1087.

Nov. (TBD): Tech session.

Dec. (TBD): Holiday Get Together.

British Motor Club of Utah

1448 North 100 West
Bountiful, UT 84010-5977



This Month's Featured Car

Burton Luvaas' Bentley — from the Idaho British Car Club Spoke & Word

The Zinc Controversy — cont'd from Page 4

here, including:

1) Moss Collector's Choice engine oil with ZDDP (220-810 \$59.95 for a case of 12 quarts of 20w-50) or \$5.95/qt.

2) Castrol Syntec 20W-50 synthetic oil, which is widely available. The cans explicitly state "does not meet the catalyst compatibility requirements of vehicles manufactured since 1993" -- a good thing!

You may flinch at the prices here, but realize (i) \$1.95/quart oil is a thing of the past, and (ii) you really need to compare

the price with that of oil + ZDDP additive.

4. How Can You Contribute To This Discussion?

Since I am sure (hope?) there will be lots of commentary on this article, I'm starting a thread on the BMCU forum on this topic. Go to the *Forums* link in the left frame of the BMCU home page, and click *Tech Talk*.

I'll be there looking for you!

--Gary Lindstrom

Exchequer Report

March 3, 2008

Beginning balance (from last report)	\$4,256.48
Income	
Interest	1.42
Expenses	
Website	150.00
Newsletter	53.12
Pot Luck	50.00
	253.12
Ending balance	\$4,004.78

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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 Michael and Mary Scoggins, 1448 North 100 West, Bountiful, Utah 84010-5977, or to their email address shown above. Check us out on the web!

www.britishmotorclub.org