

British Motor Club of Utah

www.britishmotorclub.org

November 2008

Volume 21 Number 2



End of Season Dinner At MacCools in Layton

It turned out to be a beautiful night for a top down drive, and several folks even did just that.

The BMCU met at MacCools in Layton for a nice evening of fine food, spirits and company. The folks at MacCools went out of their way to make us feel welcome and at home. There was plenty of room for all and more to spare.

Several topics were discussed. Next month's Tech Session (Car Collection tour) at Meadowbrook restorations in Kaysville (see Lucas calendar).

Triumphest 2009 plans are being made along with the visit of John MacCartney in August. Mr. MacCartney worked at the Triumph factory in the glory days and is traveling cross country for charity. I have invited him to stop in Salt Lake City to possibly speak to us (late August event).

I also brought up the issue that it is time to think about a new Governor General to take up the reins. So if you are interested in the position or know someone who would like to have the job for a bit, let myself or one of our fine board members know.

Attendees of the end of season dinner were: Terry Rees, Keri & Melanie Bruce, Jon MacLean, Paul Jaroach, Mitch & Diane Johnson, Dawn & Kimberly Owens, John Progress, Steven G. Nelson, Larry & Margaret Farrington, Mark & Karen Bradakis, Roger & Jill Davis, Rich & Mary Goodman, and Rich Weyland & Lynda Lee.

Good food, good company and plenty of room for us. Thanks,

--Mitch D. Johnson

No December Newsletter Color Calendar Instead

Once again this year our regular December newsletter will be replaced by a color calendar for the coming year featuring photos of the past year's club events (our 2008 calendar is shown below).

This will be mailed to all current club members, including those who read our newsletters online and have declined to receive newsletters by mail.



**Famous last words
Of lights that shine
"If he won't
Dim his
I won't
Dim mine"
-- Burma-Shave, 1947**



DeWayne Ashmead shows off an Allard in his fabulous collection during our visit in April 2005.

November Tech Session At Meadowbrook Restorations

Folks,

Three years ago we visited the very impressive car collection of Mr. DeWayne Ashmead. All that attended were impressed with the many fine examples of rare cars that were on display.

We have an opportunity to visit this collection again! The plan is to meet at Meadowbrook Restorations on Saturday, November 15th at 10:00 am. It's very easy to get to.

Take I-15 to Kaysville Exit 328, turn west and head approximately 1.5 miles until the street (200 North) ends. If you look slightly to your left you will see a large yellow metal building just across the street from where you are stopped. There is a large gravel parking area in front. Enter through the front personnel door, and prepare to be impressed. The address is: 181 North Angel St., Kaysville, Utah 84037 for you MapQuest fans.

Afterwards we will head back up 200

North towards Main Street where we have a reserved area for lunch at Pepper-Belly's Restaurant at 141 North Main in Kaysville. They serve a mix of Mexican and American dishes surrounded by old car and gas station memorabilia.

Looking forward to this one!

-- Mitch D. Johnson

Volunteer Needed For Holiday Get Together

Mitch Johnson, our Esteemed Governor General, has sounded an appeal for some loyal member to step forward and organize a Holiday Get Together sometime in December.

Last year club gathered at the Bayou, and a good time was had by all. That venue, or any other of the organizer's choosing, will be welcome.

Give Mitch a call at 801-547-1087 or email at spitfiresrule@msn.com, and let's get the (snow) ball rolling!



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

Nov. 15: Tour of Meadowbrook Restorations. See article at left.

Dec. (TBD): Holiday Get Together. See above.

Jan. 2009 (TBD): Tech session.

Feb. 2009 (TBD): Annual Meeting and Potluck Dinner.

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Autojumble

For sale: 1966 3.8 S-type Jaguar. This is a parts-only car, with no engine, transmission or interior. Very clean body panels except left front fender. All glass & chrome trim (except front bumper) in very good condition. New hub caps still wrapped in paper. Located SLC. Whole thing: \$250. DeWitt Smith 801-631-9648.

Wanted: Fiberglass hardtop for an MG Midget/Sprite and a Sprite Grill. Roger Gisseman at 801-598-7922.

Wanted: Firewall, Floor pans, + other body parts that will fit 1960 A-H sprite. will pick up. Please email with details. kristopher.d.merkley@l-3com.com

For sale: 1974 MG Midget. Excellent paint and body. Good interior. It's been sitting in my garage for 3 years, the clutch and brakes no longer work, so buyer will have to tow it home. It's got an old Nissan engine in it (not sure which engine, specifically). Asking \$2000. Call Clayton with any questions: (801) 635-8024.

For sale: 1981 Triumph TR8 all or parts. 1 of 405 made in the last year of production. June '81 build date. Was Silver with blue interior, 89k miles, A/C car, had an interior fire and there is not much left from the windshield back. Clean title, So you can restore, or buy for donor, or buy a TR7 donor for it, or if I get one or two bites, I may part out Would make a great car for MG-V8 or

TR7-V8 project. Good front factory V8 suspension, good late '81 TR8 factory fuel injected 3.5 litre V8, complete factory underhood V8 fuel injection manifold, and underhood harness, V8 a/c radiator, a/c condensor, factory V8 twin a/c cooling fans, V8 power steering rack and pump and lines, V8 rear end, V8 5 speed trans, etc. Nothing inside...harnesses, dash or interior. Does not roll very well, needs you to bring two tires, I will help load. \$1,200 complete or email for parts needs. Johnny, njiill@uswest.net

Wanted: MG TD in Utah -- driveable and in good-to-excellent condition. Please contact Doug at 801.949.3915 email at dbwjvw@gmail.com.

For sale: 1977 MG Midget in Moab. \$8,000 obo. Rob Perry, 435-259-8942.

For sale: 1964 Triumph TR4A. Re-built motor, original steering wheel, wire wheels. Exterior in average shape. Interior in poor condition. \$2,995. Contact Dave at fj4d@yahoo.com or at 801-310-8437. Located in Orem, UT. Pictures available on request.

For sale: Nice little '71 Midget ready to roll. Serial # GAN5UB94132G. 54,889 miles. Good top, boot, tires, paint and AM/FM Cass. Nice black interior and a new tonneau cover. Other sports cars also available. Too many cars... must sell one or more to make space for another project. Call for info. Don 801-942-5259.

Wanted: For a 1500 Midget: (1) Ros-

tyl wheels (I need 3) (2) Headers - maybe 1500 Spitfire will fit (3) Down draft or side draft Weber and intake. Roger Gisseman, 801.598.7922 or rgisseman@slco.org

For sale: 1977 and 78 complete MG midgets with a ton of extra parts. Neither are running but at least 95% complete. \$2,000 OBO. Email to bhowden@arizonatile.com or leave message at 801-634-8687 and I will return your call.

For sale: 1973 Triumph Spitfire; new alternator carb and tires. I was going to restore it but don't have the time to. It runs and is registered I drive it around a little bit right now. Am asking \$2,000 but am flexible. Its a fun car as most of you know. You can call me at 801-309-9855 or e-mail to ro-meopopa_delta@yahoo.com. I am in Ogden.

For sale: 1980 TR7 Roadster. Engine runs, but needs attention. Electronic ignition is good, 1/2 is new. Electric fuel pump is new. Tires are at 50%, 22k miles on them. Body is in fair condition. The interior is in good condition. All of the wiring works but it needs attention. The top is in good condition. The clutch and pressure plate have 9k miles on them. Manual choke. The odometer reads 52,000, but it is probably not accurate. I can deliver it if desired. Make me an offer. Greg Fisher, gwfinfo@hotmail.com, 307.389.0832.

Wanted: Starter in operating condition for an Austin-Healey 3000 BT7. Bob Jahnke, 583-3021, bobjahnke@aol.com.

For sale: 1991 Lotus Elan. We both love the car, but our first baby is due in January and while we can still drive it through the rest of summer we fear that fall/winter won't be the best time to sell a convertible. The car has a new clutch, fixed/upgraded exhaust system (so it's not totally original). It has a big trunk for a two seater convertible and it is definitely the funnest car I have ever driven. Here's a photo. Asking \$16,000. Donovan, rogers6311@comcast.net



Triumphest 2008 Lake Tahoe

Rich and I left Thursday morning at a brisk 6 am. After fueling up we got on I-15 and headed out. We almost had a blowout by the Salt Flats, but to Rich's keen eye he saw bits of rubber flying out from the side of the trailer, so we watched it and when we got into Wendover he did a quick change tire and off again we drove.

Finally after hours of listening to Rich complain about the charley horses in his legs and cramping up, we got into Lake Tahoe around 3 pm. Thank goodness he was driving the truck instead of the TR250, or he would still be cramping up.

We checked into the hotel got all registered in for the fest. Got a whole bag of goodies, and were given a half of a raffle ticket, and was told to find the other person with the other half and come back with them and we would both get a prize, the one thing that they did not tell us is that there were only like 6 matches. So people were walking around and introducing themselves as their ticket number. I think it was just a way of getting to know the others that were there.

Later on Thursday night we all got together on the S.S. *Dixie*, and had a wonderful dinner and listened to a band. The next day there were all sorts of activities to do — guided and non-guided drive tours, all sort of entries for models, pictures, etc.

We put a couple of pictures in that Rich

took at least 10 years ago. A wal-karama that included a list of clues and



you had to find the answers through out the hotel and casino, which was hard, as you really had to look and use your brain, and for me that is hard.

They also had the funcona, which they had a big 58 outlined in a parking lot. The driver had to back up around the 5 and then passenger had to toss bean bags at road hill, than get out of the car, bowl and toss hula hoops; we didn't get to do that one cause the weather was cold and windy.

Rich did the Autocross and he didn't do to bad about 5th best time. Later on that night there was the big 50's birthday party. That was a blast. Some dressed up and others didn't. I went as a hotrod honey and Rich wore a bowling shirt and Levis like they wore back then. They had a big birthday cake and danced all night.

The next day we took our cars, all 160 of them up to the parking garage because of the weather, got them all wipe down. Those with displays put them out, and they did the judging. There was another driving tour, but we didn't go on that, we pooped out to go up to our room and take a nap. Not used to all the walking.

That night was the awards banquet, we sat at a table with a group from England. We had a really nice dinner and met a lot of good people. They gave out the awards. I was surprised, the pictures that Rich entered won the Judges choice, and his TR250 got a plaque for Gold Plus.

Which are 100-105 points? All the cars got an award, Bronze, Silver, Gold, & Gold Plus, and we got several raffle prizes. There was a plaque for the furthest distance, which I believe was over 12,000 miles, a group got one for driving the longest in there car, they were from Colorado.

Everyone there were great people, It didn't matter who you were or what you drove, or in some cases if your car ran. Everyone was great, friendly, willing to help if you had a problem or any questions. Can't wait till next year, is sounds like it will be really great.

This will group the east VTR and the west Triumphest into one great meet and serve as the concluding point for the Stag Charity (get details form Mitch) that started in Florida. Lets all get behind it and support the charity it will be going through Salt Lake City too.

—Lynda Lee and Rich Weyland

Test Driving an MG TD From the Car Talk Web Page

<http://www.cartalk.com/content/testdrives/Reviews/mgtd.html>

The MG TD is a standard transmission, rear-wheel-drive roadster. It represents the state-of-the-art in engine design, transmission, and suspension... for 1952. Which means, what? The engine breaks frequently, it leaks oil almost as fast as it burns gas, and it handles only marginally better than a bathtub. There are no airbags on this car, other than the one behind the wheel, that is. There are no safety belts, no roll bars, no windows, no A pillars, no B pillars — and no roof for that matter. And there're no crumple zones, except for your thorax.



DRIVING: The driving experience is frightening. So frightening, we recommend you wear brown pants whenever you set foot in this car. Stopping is even more terrifying. The brakes on the MG are only slightly better than putting your feet through the floorboards,

a la Fred Flintstone. The top may or may not close and the windshield wipers look like something Thomas Edison could have designed. For all these reasons, we don't recommend driving this car if there's anything more than a 30% chance of rain in the forecast. The engine in the '52 MG TD has 52 horsepower — which, it turns out, is just enough power to make it go fast enough to scare the living daylights out of you. Would it get up to 75? Maybe. But, we've never tried it. When 30 feels like 70, why would you want to try? To counteract the great fear engendered by driving this car, Tommy has devised a simple rule: Never, ever drive the MG on any road built after 1952. The speedometer works nicely, if all you care about is

that you're moving. Other than that, it appears to bear no correlation to the actual speed of the vehicle. On the upside, the MG does have a very nice, big steering wheel. Unfortunately, it's not designed to collapse in the event of an accident. In fact, the steering column has many of the design features of a steel spike. The gear ratio is, well... interesting. We're not sure exactly what first gear is for — but it might be useful if you ever wanted to, say, climb a tree. The MG has a standard suspension — for 1952. It's... how do we put this... buckboard like. If you suffer from hemorrhoids, boils on your tuchus or anything that even hints at posterior pain, stay as far away from this vehicle as humanly possible. The handling of the MG is marvelous — as long as you're not moving. Then again, if you're not moving, you won't be able to turn the steering wheel. Why? Because there's no power steering. On the upside, the MG does have rack and pinion steering, which for its time was a superb offering — and was a big improvement over the reins and stirrups that were in use a few years earlier. Though not designed for it, the MG has been known to go off road from time to time — to the garage, mostly, where it invariably spends a number of months and sometimes a full season or two. When this happens, wildlife has been known to take up residence, including raccoons, snakes, chipmunks and once, after a recent rainstorm, a family of ducks.

Autojumble, cont'd from p. 3

\$11,500. Charmaine, 801-361-3354.

For sale: 1963 TR3 titled as TCF129L. I am moving to Florida and I am too old for that kind of road trip! Plus to truck it down is just too much \$ I have owned it for 30 plus years. 5 good wire wheels, top, tonneau, a few extra parts, solid body, needs TLC, no side curtains. Starts and runs. rebuilt clutch cylinder and master cylinder. \$8,000 obo. Tom Little. 801 554 3114.

For sale: 1963 TR4. Cream coloured surrey top but I have only the hard top. The interior was redone before I purchased it and is saddle colour (tan). The dash looks to be original and is in very good condition. There is no visible rust; body damage and drives well. Located in Pleasant Grove, Utah; photos available. Asking

For sale: 1974 MGB roadster, demask red, which is comparable to burgundy. Great condition, both mechanically and bodywise. Runs amazingly well. The engine has mostly stock parts, new carburetor parts, new fuel pump, starter, distributor, master/slave cylinder for the clutch, new clutch and throw out bearing, and other parts. The interior is in GREAT shape. All the gauges work well, and the console is fitted with a new MP3/CD player with new speakers in the door. All the parts on the garage shelf are included: original Lucas headlamps in new condition, a rebuilt starter, rebuilt master clutch cylinder, original block bumper pieces, and other parts. ross-beecheer@msn.com, 801-771-2418.

ERGONOMICS: Because there are no controls, ergonomics are superb. The few switches that do exist are right where they should be, because there's plenty of room on the dashboard for controls and amenities that will only come decades later. The controls for the windshield wipers are located directly on the wiper motor — an innovative touch. Wipers move at glacial speed. Another interesting feature is the wiper blades themselves, which will never wear out — because they never touch the glass. (In fact, the car still has the original blades!) This is brilliant engineering, in our humble opinion, and we're shocked that the American manufacturers haven't adopted this trick yet.

— cont'd on page 6

British Motor Club of Utah

915 Third Avenue
Salt Lake City, UT 84103-3916

A Chapter of the North American MGB Register
A Zone of the Vintage Triumph Register



This Month's Featured Car

Richard Weyland's 1968 TR250
Shown at the 2008 Fall Colour Tour rendezvous

Test Driving an MG TD — *cont'd from page 5*

STYLING: Styling may well be the only reason to buy this car. The MG TD has truly classic looks, not unlike early Jaguars and Triumphs. The design is magic. It's elegant and absolutely stylish, with a disproportionately long hood. When we say this car has classic looks, don't get us wrong. We don't mean "classic" as a synonym for "old," such as when we're talking about Tommy. In other words, onlookers won't recoil in horror when this car pulls up at a stoplight... until they see the driver, that is.

SERVICING: There's good news and bad news here. The good news is that the MG is very easy to service and for that we thank God, because the MG needs to be serviced very, very frequently.

RELIABILITY: How reliable is the MG? Here's a simple way to answer that ques-

tion: It's in the shop more days per year than it's out on the road. One of the unique features of the MG is the starter motor — which locks up once every twenty uses or so. MG never managed to solve this problem, so you have to get out and rock the car back and forth to disengage the pinion gear. We really like this feature. It keeps you in tune with the car, enabling you to spot engine leaks and other problems before they get out of hand.

OVERALL: What do we like about this car? The fact that it's so unreliable, it keeps you from driving too far. We think that's a good thing, and far too uncommon with today's cars. The MG encourages you to walk, and you won't waste gas either, because you're not going to take this car anywhere you don't positively, absolutely have to go. Who should buy an MG? Anyone with

Exchequer Report

October 27, 2008

Beginning balance	
(from last report)	\$3,850.10
Income	
Merchandise sales	106.20
Expenses	
Oct. newsletter	50.85
Ending balance	\$3,905.45

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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 Gary Lindstrom, 915 Third Avenue, Salt Lake City, UT 84103-3916, or to his email address shown above. Check us out on the web!

a death wish and too much time on his hands. The only sensible reason to buy this car, as far as we can tell, is because you like the way it looks. Or, more precisely, you like the way you look in it. And how would you know how you look in an MG? The admiring glances, of course! On the occasional day when it actually does run, the sun is out, and you're tootling down Memorial Drive, nothing could be better. And, when your drive is over and you pull into the driveway, you'll also experience a tremendous sense of elation when you get out. Why? Because you lived.