

British Motor Club of Utah

www.britishmotorclub.org

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January Tech Session Jay Jennings on Carburetors

Once again BMCU members were the beneficiaries of the generosity of the Wasatch Mountain Jaguar Register, this time at a terrific tech session on carburetors presented by Jay Jennings at his place of business, Therm Pro.

In his customary thorough manner, Jay reviewed principles of combustion, properties of a well tuned automotive engine, the design, operation and maintenance of several popular carburetors both American and foreign.

An entertaining sidelight was Jay's discussion of how modern carbure-

tors have evolved, notably the Holley, in response to increased performance and emission standards. He pointed out, however, that carburetion was doomed as standards tightened, which is why all cars today rely on computer controlled fuel injection.

Also fun were Jay's stories on drag racing, and how the demands of that application turn most conventional wisdom upside down. Example: who cares about efficiency or smoothness at less than 3,000 RPM? All that matters here is maximizing fuel delivery, pure and simple.

The session ran lively hour and a half, with many attendees offering tips, insights, and tales of woe -- with the latter with morals, of course.

One particularly clever suggestion was to use letter "P" sized drills, which are 0.1" larger than 5/16", as impromptu pilot reamers on throttle shaft bushings. The trick is to grind down the diameter of the end inch or so of the drill to 5/16" so it does pilot alignment in the far bushing while the near bushing is reamed to 0.1" oversize as required by many replacement throttle shafts, e.g., as sold by Moss.

The turn out was terrific, with standing room only. Seen in the crowd were: Mitch Johnson, Larry Farrington, Doug Bareck, Al Gordon, Barry Engstrom, Werner Prochaska, Rob Wiseman, Pugs Pivrotto, Mike Cady, Bud Merritt, Chris Macan, John Progress, Richard Hughes, Bonnie Hughes, Marshall Wright, Rob Foye, Chris Jones, Larry Bishop, Rudy Vanderniet, Tony Earl, Glen Hawkins, Dennis Hoagland, Steve Moore, and your obedient scribe,

--Gary Lindstrom

**Remember this
If you'd
Be spared
Trains don't whistle
Because they're scared
-- Burma-Shave, 1941**



Mitch Johnson leads the planning at last year's Annual Meeting and Potluck Dinner.

Annual Meeting and Potluck Dinner Saturday, February 28

- *Place:* St. Paul's Episcopal Church, 261 South 900 East, Salt Lake City.
- *Parking* is available on west side of 900 East.
- *Time:* 6:00 pm, bring along your favorite dish, treat etc. Plates, cups and utensils will be provided.

BMCU events!

We are looking for volunteers for a few BMCU board members (Governor General, Newsletter Editor, Webmaster, Quartermaster) that will be reset this year. Let's make this year a year to remember!

Bring along your great ideas for this years

-- Mitch D. Johnson

Passing the Quill

After three years as Governor General, followed by three years as Newsletter Editor, I'm stepping down from BMCU responsibilities with the newsletter issue you are now holding in your hands (or viewing on your screen).

It's been a fun job, made much easier by the great cooperation and creativity of contributing club members. I look forward to working in transition with the new editor, who will be elected at the Annual Meeting and Potluck Dinner, described above.

All the job takes is interest (95% of what's needed), access to a computer on

the Internet (or even just a computer, though that would certainly be doing it the hard way), rudimentary skills with software applications, friendly persuasion and persistence in soliciting editorial material, and as they say in many job descriptions, "attention to detail."

The club has software that makes newsletter design and layout fairly easy, and that will travel with all the laurels to the new editor.

For those technically curious, this is a fairly old but robust version of Microsoft Publisher, running on Windows personal computer operating systems.



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

Feb. 28: Annual Meeting and Potluck Dinner. See article on this page.

June 21-27: Sunbeam Convention International SUNI V, Rapid City, SD.

June 22-26: Gathering of the Faithful West pre-1956 MG meet, Squaw Valley, CA.

June 24-28: MGB Register National Meet, Breckenridge, CO.

Sept. 30-Oct. 4: VTR-Triumphest 2009, San Luis Obispo, CA.

Unfortunately we don't have any Mac software, simply because past editors have all used PCs, but I'm sure the quite healthy club Exchequer could invest in a Mac version if need be.

Thanks, and as they say in the trade, —
30— Gary Lindstrom



Autojumble

For sale: 1967 Sunbeam Alpine. Fair condition, ran when it was parked. Top is shot, interior is rough, but it is a complete car. Has 5 wire wheels and a shop manual produced by the Rootes Group. I really need to get this out of my driveway. No time, no money, no space! \$2,500. Located in Salem, Utah. Contact me at garyg@q.com with any questions or if you would like to see it.

Wanted: Good seat frames from a later Spitfire or MGB. Would like some that have the headrests. Not concerned about the vinyl or foam as I plan to redo them anyway. Rob Wiseman, alpine61@comcast.net

For sale: Triumph Mayflower. Car is in Southern California. Contact Vivian, vivianmotz@sbcglobal.net

For sale: 1977 MG Midget. 95% complete. Needs restoration, including new interior. Asking \$600. John Mackay, 801-467-2668, jdmackay2851@msn.com

For sale: 1974 Jensen Healey roadster. V8 engine, automatic transmission, full tonneau cover, top irons only. Good seats, bad dash. Runs, needs TLC. Must sell, \$5,000. Eric before 10am or after 4pm, 801-451-5081.

For sale: 1960 Austin Healey 3000. The car is in SLC. Douglas W Carlson, 801-268-0093, fax: 801-268-0282, doug@slwindustrial.com.

For sale: 1959 MGA Coupe. This car is located in South Ogden and belongs to a friend of one of our club members. It is an older restoration in fair to good condition. I have seen the car --- if you are interested please call me, John Progress at 801-547-0259 and I can give you my opinion or you may call Dave Gilbert at 801-706-6899 and set up a time to go see the car.

For sale: Brand new TR7/TR8 seat covers. I have a pair of brand new, mint condition, TR7/TR8 seat covers for sale. They are the Gold/Tan with plaid centers. They DO NOT include the headrests. You can order the headrests from Victoria British for \$89.95 a pair. Victoria British lists these at \$874.94 retail (item 16-288-GT W/O Headrests) and is selling them for \$699.95 plus \$37.75 for shipping. (\$737.70 total). I'm selling mine for \$450.00 which includes UPS ground shipping (3-5 days), insured. If you're interested in purchasing these simply email me and I will use my Pay Pal account to send you an email through which you can pay me. This works even if you don't have a Pay Pal account. (You use your credit card which the sellers [me] never see nor have access to and this is a secured site.) By



using Pay Pal both of us will be protected and there's no added cost to you. Bob Chester, rechester@yahoo.com

For sale: 1997 Jaguar XK8 convertible. Black anthracite with black leather. Under 70,000 miles. V8 engine averages 20 mpg. Always garaged. Very well maintained. Priced to sell, under Blue Book: retail over \$13,000, I'm selling for \$9,000. David Ramaley, cell 435-729-0622, david@catapulsiion.net

For sale: 1979 MG Midget. Oodometer 96,300. Tires good. All original.

Has new tonneau cover with headrest and steering wheel pockets, like new convertible top, new convertible top cover (boot). This is a beauty. Kept inside all its life and is in excellent condition. A real treasure for you! Only \$5500. Call Al at 801-391-2304 or e-mail at Jolenehallen@aol.com

For sale: 1962 Jaguar Mark II sedan. In pieces, new engine. Also 1966 Jaguar 3.8S sedan. New 4.3 vortex engine. Runs great. \$20k invested. Must sell -- returning to Scotland. Asking \$12,000 for both cars. Jim Kerr, 801-860-9364.

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.

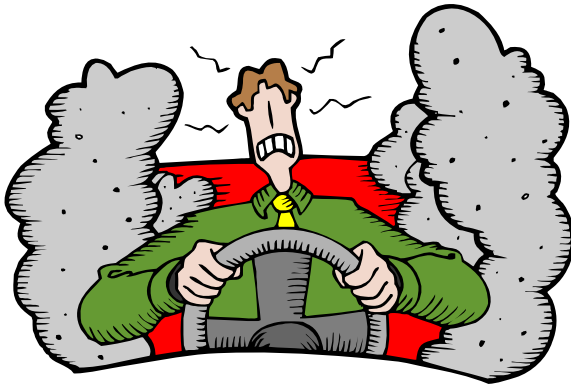
Wanted: Fiberglass hard-top for an MG Midget/ Sprite and a Sprite Grill. Roger Gisseman at 801-598-7922.

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.

— cont'd on p. 5



Beware the Dreaded Colored Dot

If:

1. You're reading this newsletter on a paper copy delivered by the US Postal Service, and
2. Your name on the envelope ends with RENEW (highlighted by a sticky color dot)

Then you haven't renewed your BMCU membership for 2009, or (horrors!) you did but somehow The Management botched the database update.

The lamentable result of this will be no further newsletter mailings to you, unless you complete and return the renewal form indicating that you still want to be a BMCU member, and want to continue receiving the newsletter by USPS.

Hey, the price is right (free), and where else can you find such a lively, Britmobile obsessed group of blokes and blokettes?

We'd hate to lose you, so please respond.

—Gary Lindstrom

Politicians Want to Use Tax Dollars to Crush Newer-Model Trucks and SUVs

SEMA (the Specialty Equipment Market Association) is opposing an effort by some Washington lawmakers to include a national car crushing program in the upcoming economic stimulus package. Vehicles targeted for the scrap pile will likely include Chevy Blazers, Silverados, S-10s and Tahoes; Dodge Dakotas and Rams; Ford Explorers and F-Series; Jeep Cherokees and Wranglers; and any other SUV or truck that obtains less than 18 mpg.

Under the plan, the federal government would pay a premium for '99 and newer cars.

The so-called "Accelerated Retirement of Inefficient Vehicles Act" is "Cash for Clunkers" with a twist. Instead of focusing exclusively on old cars as is typical with scrappage programs, this bill will target any vehicle with lower fuel-economy ratings. Participants will receive a cash voucher to purchase a more fuel-efficient new car or used car (model year 2004 or later) or receive credit for the purchase of public transportation tickets.

Under the legislation, "fuel efficient"

means at least 25% better mileage than the CAFE standard. It will be illegal to resell the scrapped vehicles. Bill sponsors want to destroy 4 million pickups and SUVs over the next four years.

The program will fail to achieve its goal of improving fuel efficiency and stimulating car sales, but will increase unemployment and the cost of used cars and parts. Here's why:

- Given the minimal \$1,500–\$4,500 voucher value, the program will lure rarely driven second and third vehicles that have minimal impact on overall fuel economy and air pollution. This is not a wise investment of tax dollars.
- The program will reduce the number of vehicles available for low-income individuals and drive up the cost of the remaining vehicles and repair parts. This is a basic supply-and-demand reality.
- The program will remove the opportunity to market specialty products that are designed exclusively for the targeted pickups and SUVs, including equipment that increases engine performance and

fuel mileage. Congress will be enacting a program to eliminate jobs and reduce business revenues in the automotive aftermarket.

- The idea that the trucks and SUVs must be scrapped in order to save energy is irrational. The program's "carbon footprint" does not factor in the amount of energy and natural resources expended in manufacturing the existing car, spent scrapping it and manufacturing a replacement car.
- The program fails to acknowledge driver needs, such as the ability to transport a family, tow a trailer or rely upon the performance, safety and utility characteristics associated with the larger vehicles. Instead, these vehicles will be destroyed.
- There is no evidence that the pro-

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The Triumph driver always gets the girl!

Autojumble, cont'd from p. 3

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, [njill@uswest.net](mailto:njjill@uswest.net)

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

For sale: 1964 Triumph TR4A. Rebuilt 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) Rostyle 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@arizonatitle.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 romeo_popa_delta@yahoo.com. I am in Ogden.

For sale: 1980 TR7 Roadster. Engine runs, but needs attention. Electronic ignition is good, ½ 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, gwfynwyo@hotmail.com, 307.389.0832.

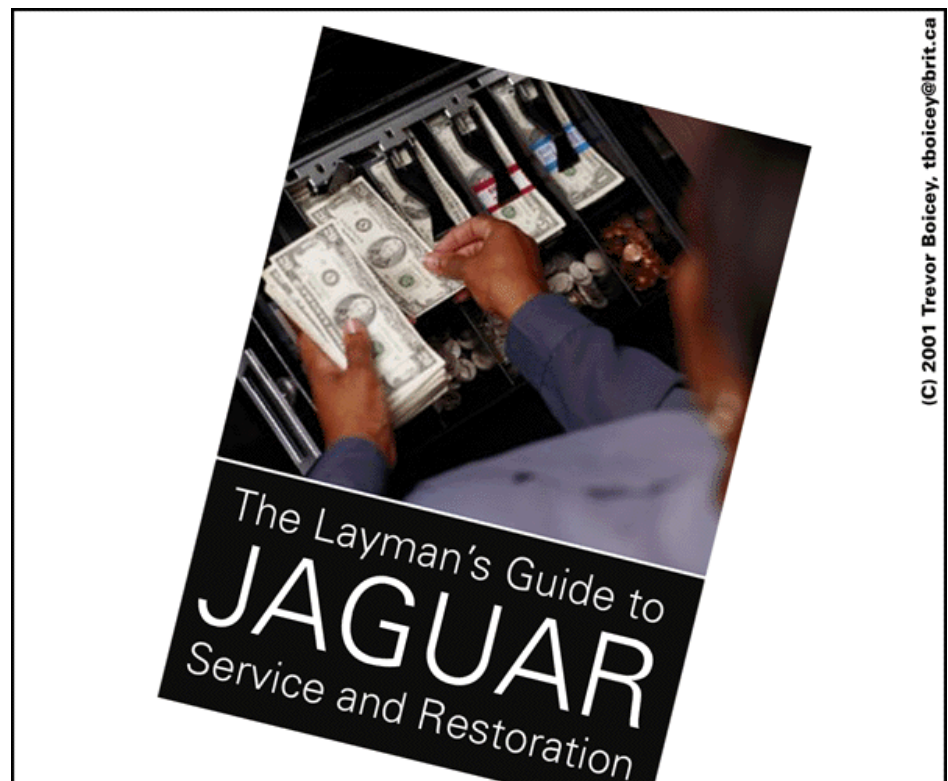
Wanted: Starter in operating condition for an Austin-Healey 3000 BT7. Bob Jahnke, 583-3021, bojjahnke@aol.com.

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

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



The Layman's Guide to
JAGUAR
Service and Restoration

(C) 2001 Trevor Boicey, tboicey@brit.ca

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

John Mackay's Reliant Bond Bug, acquired via the Reliant Bond Bug [website](#).

Cash for Clunkers

—cont'd from page 4

gram will achieve the goal of boosting new-car sales or increasing fuel mileage. Many states have considered scrappage programs in the past as a way to help clean the air or increase mpg, but abandoned the effort because they simply don't work. The programs are not cost-effective and do not achieve verifiable fuel economy or air-quality benefits.

- The program will hurt thousands of independent repair shops, auto restorers, customizers and their customers across the country that depend on the used-car market. This industry provides thousands of American jobs and generates millions of dollars in local, state and federal tax revenues.

"Our members, like all business entities, are suffering the effects of the stalled economy," said Steve McDonald, SEMA

vice president of government affairs. "In fact, for our members that market product for newer vehicles, we depend on a thriving and vibrant auto industry to create new business opportunities. We support efforts to spur new-car sales. We don't, however, support public policy efforts that we are convinced don't work and will waste tax dollars in the process."

SEMA Urges You to Oppose This Legislation

Two lawmakers—Senator Diane Feinstein (D-CA) and Representative Henry Waxman (D-CA)—need to hear from SEMA members that their vehicle scrappage legislation is a waste of U.S. taxpayer dollars that will cost American jobs in the specialty auto market.

[Ed. note: the BMCU has not taken a position on this issue. This article is for information purposes only.]

Exchequer Report

January 13, 2009

Beginning balance
(from last report) \$3,838.46

Income

Member contribs.	912.00
Ad sales	300.00
Interest	1.32

Expenses

Dec. calendars	351.89
Jan. newsletter	64.46

Ending balance \$4,635.43

Board of Governors

Governor General: Mitch Johnson, 801-547-1087

spitfiresrule@msn.com

Chancellor of the Exchequer: Marty Van Nood

801-467-0525, vannood@intergate.com

Newsletter Editor: Gary Lindstrom, 801-554-3823

gary@cs.utah.edu

Board Member: Floyd Inman, 435-654-7086,

floyd_inman@msn.com

Board Member: Paul Jaroch, 801-389-8940,

bughous@msn.com

Board Member: John Proggess, 801-547-0259

johnproggess@comcast.net

Board Member: Duff Lawson, 801-294-7228,

duff_lawson@att.net

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.

