

British Motor Club Of Utah

Volume 4

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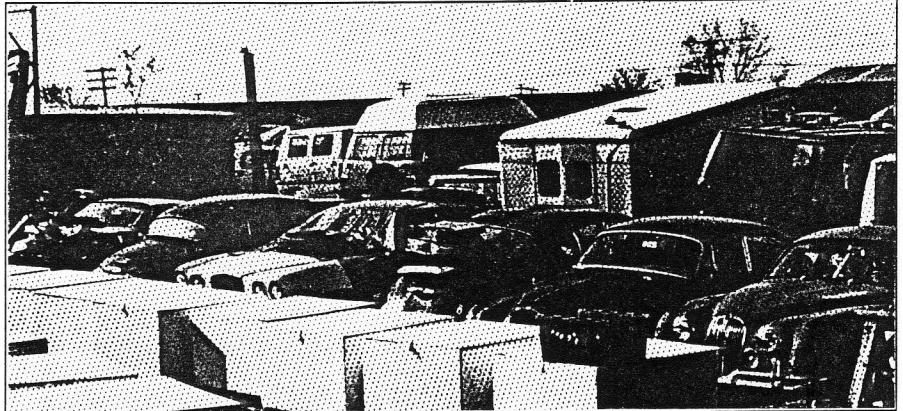
Happy holidays!

No event for December.

Brakes and all that

The November Tech Session brought out a great group to learn about brakes (I hope that there aren't that many cars out there with bad brakes). Walt Osborn started out by reminding us that brakes have to be in good working condition or the car is just not safe to drive. On a car that has not been driven for a number of years, the car should not be driven until the brake system is rebuilt. Failure of any other system on the car is not as catastrophic.

He gave a good explanation of how to salvage as much as possible from a brake system and how to determine what is salvageable. Steel brake lines should be carefully inspected for rust and hoses replaced (the interior often swells closed). He suggested sleeving the master cylinders with either brass or stainless steel (wheel cylinders can be sleeved too, but often new cylinders can be purchased for less than it costs to have the sleeve installed). Another neat trick he showed us was to disassemble frozen cylinders by installing a zerk (grease) fitting into a hole, plugging all the other holes and pumping grease into the



It's easy to see why Salt Lake British Parts is well known by Jag owners.



Walt explains how to finish off that brake job.

cylinder with a grease gun. Walt is a strong believer in silicone brake fluid as an excellent way to extend the life of the system. It is both an excellent lubricant for the seals and does not absorb water, thus preventing rust and corrosion. It is more expensive than Girling LMA but worth it in the long run (the only exception to this is for folks who drive their cars extremely hard, autocross or race, where high brake temperatures may produce problems with silicone).

After talking about brakes we drooled over Walt's store of used parts and looked at the Jag C-type replicas he is building. We also learned about Spartan Sports Cars from Martin Smith. More on Spartan Sports Cars below.

For everyone's information, the company Walt suggested for brass sleeves is White Post Restorations, White Post, VA 22663, (703) 837-1140 (that's really the entire address). The last time anybody was in contact with them, they were charging \$40 to sleeve a wheel or clutch cylinder and \$55 for a simple master cylinder.

Attending were Mike, Russ, Barry, Rick, Jim, Doug, Mike, Michael, Edwin, Scot, J., Martin, Gary, Jim, Grant, Mark, Howard, Nathan, and Bill.

Why are British automobile engines traditionally small bore and long stroke?

'Tis the season

LITTLE CAR OF ABINGDON

(Sung to the tune of Little Town of Bethlehem)

Men:

*Oh, Little car of Abingdon,
I love you - that's no lie!
More than my wife, you are my life
I'll love you 'til I die.*

*And when I go to meeting
Outside you'll wait for me.
Tho' full of beer, I have no fear
Safe home you'll carry me!*

Women:

*Oh, ugly cart of Abingdon
I hate you - that's no lie!
Your style is old, you're wet and cold
And roomy as a sty.*

*And when we leave the meeting
And hubby's loaded up,
A "hero driver" he becomes
And, frightened, I throw up!*

HARK, THE PARTS SUPPLIER

(Sung to the tune of HARK, THE HERALD ANGLES SING)

*HARK THE PARTS SUPPLIER
SINGS,*

*"I can't get your piston rings!
They're on order 'cross the water'
We don't stock them kind of things."*

*"And we can't get your magneto.
Better you should buy a GTO.
Take away your old MG -
It is mostly made of tree!"*

*Hark the parts supplier's call
As he hides behind his wall.*

*Hark the hardened owner cries
"I'll make my own, you ain't so wise.
File my oil rings out of coil springs
Just like all the other guys."*

*"Gears I'll grind from day-old cheeses,
Top's I'll sew from B.V.D.'ses.*

*Yes, I'll fix my own MG -
Though it is mainly made of tree!"*

*Hark, the hardened owner cries
and into the night he flies.*

*From TSO (The Sacred Octagon)
1969. Courtesy of Gary Lindstrom*

THE NIGHT BEFORE CHRISTMAS

*T'was the night before Christmas, and
all thru the valley,
not a sports car was stirring, not even a
Ferrari;
The stockings were hung on the garage
door with care,
In hopes that "Hot Nick" soon would be
there.*

*The kiddies were nestled all snug in their
beds,
While Alfas and Jaguars raced in their
heads;
And Mom in her goggles, and I in beret,
Had just tucked the Allard in, then hit
the hay;*

*When out on the road there arose such a
clatter;
I sprang from my bed to see what was
the matter.
Expecting to see a Mercedes roar by,
We raced to the window, my dear wife
and I.*

*The moon on the chrome of her "baby
Lago,"
Gave the brightness of noonday to
objects below.
When what should my wondering eyes
betray,
But eight tiny MGs pulling a sleigh,*

*With a small "hero driver" so steady and
quick,
I knew in a moment it must be "Hot
Nick!"*

*More rapid than Grand Prix his little
fleet came,
And he poured on the coal as he called
them by name;
"Now KA, now PB, now KN and TD,
On VA, on TF, on NA and TC;
To the top of the turn, keep away from
the wall,
Now dash away, dig out, change cogs
all!"*

The Lucas Calendar

This calendar works about as well as its namesake, so use it with care. Club events are in CAPS. The others you may find interesting. All events are subject to change.

DECEMBER: NO EVENT.

JANUARY 18: TECH SESSION.
ELECTRICAL PROBLEMS

FEBRUARY 15: POT-LUCK
DINNER. WE ARE LOOKING
FOR A SITE FOR THIS. A
CONDO PARTY ROOM IS
GREAT. CAN ANYBODY GET
ONE FOR US?

July 22-26 VTR (Vintage Triumph Register) Convention, Savannah, Georgia. Contact Mark, 364-3251(H) for information.

August 31-September 4, 1992: GOF West (Gathering of the Faithful) for ALL MG owners at Jackson Lake Lodge in Jackson, WY. If you want to go, your need to make reservations in the spring, about April. Get this into your schedule for next year. Who knows when there will be a GOF that's closer! These are approximate dates, it may start on Sunday or end on Thursday, but they should be close. More information to follow.

*Like Ascari and Fangio fighting a duel,
They braced the driveway and turned
on the fuel;
Up to the garage where they braked to a
stop,
The sleigh full of goodies with Santa on
top.*

*The sleigh was aluminum - Ghia design;
In "British Racing Green" it really
looked fine.
The badge bar up front stood out clear
and bold,
The collection of badges a sight to
behold.*

*He was dressed up in Italian "Race Red,"
From the tip of his toes to top of his head;
A bundle of speed parts he had on his
back,
And he chuckled with glee as he opened
his pack.*

*His eyes, how they sparkled, like a
spinning Rudge wheel,
His beard was the silver of
machine-tooled steel;
With a little round face and a chubby
waist line,
That shook when he laughed like that
Bugatti of mine.*

*He started his task without saying a word,
The idling exhausts were all that was
heard.
Wire wheels for junior, to fit his TD,
Hood-strap and windscreens for Allard
and me.*

*A can of paint, marked "French Racing
Bleu,"
Castrol, a blower, and dual carbs too;
The last thing he left was the best that
could be,
A year's "Road and Track" for the family
and me.*

*He jumped to the sleigh and gave his
commands,
Then away they all flew like the start at
Le Mans,
And I heard him exclaim as he
quicken the pace,
"Merry Christmas to all, and to all a
good race!"*

From Road and Track 1954,
Courtesy of Gary Lindstrom

Left over parts

You undoubtedly have noticed the new look for the newsletter, sans envelopes. This saves a great deal of folding and licking. Is the newsletter getting to you in good shape? Let us know what's happening.

We sent out 183 November newsletters. The prediction at the beginning of 1991 was that we

would break 150. Thanks to Jim for getting the newsletters copied.

In January we are planning on sending out the renewal postcards. For those of you who have not been in the group for a year, we annually send out postcards that MUST be returned if you want to stay on the mailing list. This allows us to update our records and remove people from the mailing list who are no longer interested.

It looks like there will be another, more serious, try to organize an ALL BRITISH FIELD DAY next year. We could use a volunteer to represent the BMCU in planning this. Anybody want to take that on? The talk is to try to get the Healey Club, Jaguar Club, Land Rover Club, Morgan Club, the Provo group, the BMCU and anybody else into British cars to take part. There will likely be some driving events; Rally and Funkana, and a car display. There may be an attempt to get the repair shops and parts places to take part too. Sometime in May is the likely date. Bill Davis of the Land Rover Club (and BMCU) is the main organizing force. Let the editors know if you can help organize this.

New members during November include: Mike Chambers, Mike has a '74 Spitfire; Phil and Marlene Janney with a '76 TR-6; Michael Stephens, he has a '53 MG-TD; Jim Higman, Jim is looking for a British car; Keith Jones; Edwin Barker, he has a Spitfire; Rick Bruce; Michael Steed, both Rick and Michael learned of the group from the notice in the Recreation section of the Tribune and attended the tech session.

We have the story on GRILL BADGES. This time around they will be \$20. We have to order a minimum of 25 from the

manufacturer and will have to have at least 13 sold and prepaid before we can do it. If you would like to order one or more contact the editors, Bill or Julie, at 582-9223.

Buy, sell or trade

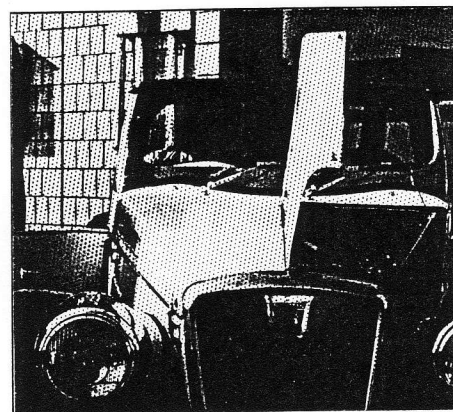
Ken Kirkman is looking for a 1275 Sprite or Midget engine or for parts for that engine. Give Ken a call at 943-8436 if you have an engine or parts for sale.

Alan Johnson, 277-7682, is looking for a MGA roadster. If you want to sell one or know of one for sale give him a call.

Mike Brenchley is looking for a TR-6, about 1976, to buy. If you have one for sale or know of one for sale give him a call at 621-mike.

Martin Smith brought his Spartan Sports Car to the Brake session. It has a British-made fiberglass body, a TR-6 suspension, and an MGB engine. It is RHD and looks vaguely like a TD or a Morgan. Martin is interested in selling it, he will consider offers around \$15,000. He can be reached at 972-0198.

There was a TR-6 for sale down on Main Street, between 33rd and 21st south. I couldn't help noticing it



Martin shows his Spartan Sports Car.

because of the flames painted on the car. You don't see many TR-6s with flames. Mark looked at it, and said the engine and/or transmission is in the trunk and the rust is thick. Interested? There is also a MGB-GT in a dealers lot north of the TR-6. I could see the rusted out rockers as I drove by.

*(from the question on page 1)
Automobile taxes in Britain, until in the '50s, I believe, were based on a horsepower formula developed by the RAC (Royal Automobile Club) in the early part of the century. This formula calculated horsepower from the engine bore and number of cylinders, but did not consider the stroke or compression ratio! Who wants to pay high taxes? The ridiculously low horsepower figures calculated from this formula were often quoted in early ads and in car model names, for example, an Austin 7.*

From the exchequer

Balance as of 10/30/91 (Exchequer had \$249.80 Editor had \$41.65.)	\$291.45
November newsletter cost	-\$51.04
November donations	+\$67.00
Balance as of 11/25/91 (Exchequer has \$269.80 Editor has \$31.61.)	\$301.41

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This newsletter is published by the British Motor Club of Utah, a loosely organized group of British automobile owners. We hold monthly events: drives, picnics, technical sessions and more. We welcome owners (or potential owners) of British cars in any condition to the group. Membership in the BMCU 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 British cars owned to Reed Baier, 11360 Drystone Avenue, Sandy, UT, 84092 or call Reed at 572-3047 (H).

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