

British Motor Club of Utah

www.britishmotorclub.org

SEPTEMBER 2005

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Fall Colour Tour Sunday October 2

For the fall colour tour scheduled on Sunday, October 2, we will head to Monte Cristo Peak. The idea is to benefit from less freeway and more scenic driving for most folks.

We will meet at the Kaysville I-15 exit park and ride (exit 328) at 9:30 am for a 10:00 am departure. The park and ride is on the southwest side of I-15. We will go up highway 89 to I-84 to Mountain Green, over Trappers Loop to Huntsville and on to Monte Cristo Peak. There is a campground at the top with picnic tables so we can stop for lunch. The run will be about 59 miles from Kaysville to Monte Cristo peak. Given that the ride is one of our rare Sunday events, we thought that some people might have to get back home early and this will give

them an opportunity to do so. Those that want a longer run can continue on the same road to Woodruff, highway 16 to Evanston and back to the Salt Lake City, Provo or Ogden areas.

This is the last club driving event of the season, and the weather can be chilly at 8500 feet elevation, so bring warm clothes. Also there is a chance that we may have snow on the roads, so if the weather is bad and we have to cancel we will notify people through the BMCU email list and web site. For those without computer connections, if you will call me (John Proggess, 547-0259) and leave a message with your phone numbers, I will call you and let you know if we have to cancel. Hope to see you on October 2!

Internet Forum Now Open For BMCU Use

Bytes and Brits

Though I do enjoy cooking, this is not about British food. Rather it is about a new feature available to club members. While it seems odd that those of us who fuss with such anachronistic hardware would embrace modern technology, there are a number of computer savvy folks among us. We've had email lists available to us for some time, and now we have an electronic forum available to club members.

The forum is similar to an email list, in that folks post messages and other folks read them. The big difference is that with email, the message is sent out to everyone whether they want to read it or not. With the forum, only those who want to read a certain topic will do so. Anyone can read messages, but only people who have registered can post. Registering is pretty easy, and of course free. So point your web browser to <http://forums.britishmotorclub.org> and give it a try. — Mark Bradakis



Part of the Alpine Loop participants enjoy a bit of shade after the run. See article on Page 3.

Memories!

SPEED WAS HIGH
WEATHER WAS NOT
TIRES WERE THIN
X MARKS THE SPOT

Burma Shave

Concours d'Elegance A Big Success

The 34th annual Senior Citizens Concours at South Towne Expo Center saw a nice turn out of British cars, old and new. Jaguars won the marque derby, with entries ranging from 1950 to modern. Bill Rhinehardt brought his race prepared Mini, which turned heads as it roared into place. On the modern front there were three new Lotus Elise's, which are reputed to be the fastest way to turn \$50k into a smile on your face.

This year Cobra was the featured marque, with a stunning display by Larry Miller and Carroll Shelby. Mr. Cobra himself was scheduled to appear, but sent regrets due to health. Ardell Brown had a terrific display of true classic American cars, as did DeWayne Ashmead, who hosted our April tour of his fabulous collection. As always, the Mustangs and Cor-

vettes were out in force, but the hot rods were largely absent due to a conflicting show in Lehi.

At the award ceremony Ardell announced that due to sponsor support and program ad sales, the show was in the black before the doors even opened on Friday. For example, Albertsons covered all costs associated with the venue, and Larry Miller bought a large block of advertising to promote his Miller Motorsports Park under construction near Tooele (see article below).

J. C. Hackett provided the mood music, with emphasis on songs of the sixties, and Michael Kendall Harris performed live doing dead ringer covers of singers ranging from Willie Nelson to Bob Dylan.

State Street Cruise September 17

It's time to bring back those memories of younger days by sauntering down State Street with us. This is a great in-town event that always seems to bring out a large crowd of British cars, so join us for an evening of cruising, talking and prizes.

We'll start out as usual in the parking lot behind the Capitol. Meet there at around 5:30 for a 6 PM departure. We'll leave the Capitol and head straight down State Street on through downtown and south to Sandy. Once we get to 90th South we'll head east up the hill to 1300 East and the Dairy Queen. There we can order food and snacks and gab for a while. This is a great time for the whole family so bring along as many as you can pack into your car. We'll probably wrap things up by 8:30 or so for folks with other Saturday night plans.

—Joe and Ben Chou



Miller Motorsports Park Unveiling September 7

The new racetrack that Larry H. Miller is building in Tooele is progressing along. It probably won't be ready for any events this season, but should be set to go for 2006. Coming up on Wednesday, September 7th, is a big dog and pony show at the Delta Center in Salt Lake. There should be some interesting cars and motorcycles on display, an barbecue dinner, and a presentation on upcoming plans for the new track. The barbecue starts about 4pm, the main show is at 7pm. Check out <http://www.millermotorsportspark.com> for more information on this event.



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

September 5: Miner's Day Parade, Park City. Contact Floyd Inman 435-654-7086.

September 17: State Street Cruise Night, Joe and Ben Chou, 801-808-2453. See article this page.

September 23-25. 15th Annual Rio Grande Valley Regional Rendezvous British Car Meet. Farmington, NM. Kevin Kittle, 505-345-4207 or www.baoa.org.

October 2: Fall Colour Run to Monte Cristo. John Proggess, 801-547-0259. See article on p. 1.

October 29: End-Of-Season / Hallowe'en Dinner. Diane Pivrotto.

November 19: Tech Session

January 14, 2006: Tech Session

February, 2006: Annual Pot Luck and Business Meeting



Great Turnout, Beautiful Day Greet The Renewal of the Alpine Loop Run

One again the founding event of the BMCU was run on a beautiful day August 20. A good turnout at the South Towne Mall left at 10 AM to see what changes were to be had on the east side frontage road between the mall and the Alpine road into Highland. Sure enough there were more detours and closures as the city continues to expand, but at least we avoided the unintentional tour of Sandy neighborhoods.

Heading into alpine after a brief and rare trip on I-15, we were amazed by the number of giant homes on tiny lots in the dry farms of Alpine. The road at the Chevron coffee exchange is now four lanes each way! After a brief pause, we continued up the canyon (after conning the gate people once again) an on up the beautiful canyon. We encountered several folks on the way up, but not too bad, and *lots* of old guys on new Harleys heading down. On up the perpetual

construction zone in Provo canyon to a new route into Heber via Midway (much nicer) and *bingo!* we were there.

The picnic and raffle are really something you must experience to appreciate, as a few of the members get to ruin their reputations each year and host the raffle, this years trio; The Rat Pack of Frank (Mark), Dino (Rob), and Sammy (Gary), entertained the crowd as they raffled off some excellent gifts offered up by our generous donors. Some humor laced with barbs accompanied the raffle. New members were perhaps a little taken back, but they'll learn it's part of our club. After the raffle a hardy few continued on the after raffle trip to Park City as is tradition, with only two of completing the final triumphant smoking idle down main street, to be chased off by the local constabulary.

Sincere thanks (and patronage, please, members!) are extended to our generous donors, including: Abingdon Spares, Antique Auto Battery, Bailey's Service, British Wire Wheel, British Wiring, Checker Auto Parts, Classic Industries, Classic Motor Sports, Coker Tire, Eastwood, Gardiner Wescott Stainless and Chrome Fasteners, Griot's Garage, Hemmings Motor News, Mitch Johnson, Kaysville Checker Auto, Koni Shocks, Layton Checker Auto, Little British Car Co., Moss Motors, Rainbow / Peppermill Hotel and Casino, TP Tools, Victoria British, Wendover Nugget Hotel and Casino, and XKs Unlimited.

Thanks to all who attended, old new members, for a great time.

— Rob Green

Autojumble

For sale: 2005 enclosed car hauler. Made for sports car transporting. Over \$7,200.00 invested, one trip from Kentucky, then a round trip from Kentucky to Utah for total towed miles of less than 3000. Tongue mounted tool box, electric brakes, spare tire and wheel. Asking \$6,795. Photos available upon request.. Roger Dotson 801-361-3508.

For sale: 1979 MG Midget; new tires, medium blue paint, needs some TLC. Call Dean Anderson at 801-966-6520.

For sale: '74 Spitfire. Runs and drives, but needs restoring. Asking \$1,000. A few spare parts go with it. Contact Rick Lee via 435-237-9297 or rilee29@hotmail.com.

For sale: 1960 TR3A in a basket. A lot of the preliminary work has been done. Engine rebuilt, Transmission, Frame straighten, most of the body work done and etc. Would like to sell to someone who can put it back together and preserve this car. John Holton, jgholton@yahoo.com.

Information wanted: I am John Progress and I am the guy that own the dark green MGTF that was at Field Day. I was wondering if you know or if you know someone who might know what something like a 1932 Austin might be worth. The car does run, it looks like an older restoration that only needs some minor work. It is a touring car, right hand drive and it is located in Kaysville. My email is jprogress@att.net and my number is 801-547-0259.

Help wanted: I was wondering if there is anyone around the Salt Lake City area that could lend a hand to a TR6. I bought the 6 a week ago and was trying to get it down to So. California. Unfortunately the engine blew 130 miles into the journey. It is stranded in a small town called Santaquin. If there is anyone who can recommend an engine shop or be of any assistance it will be greatly appreciated. Austin Marshall, agmarshall@hotmail.com.



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Tech Tip:

Glycol or Silicone

If you are topping off a brake system and are not sure whether the system contains glycol (DOT3 or DOT4) or silicone brake fluid, here is an easy test to find the answer.

Take a small quantity (5-10 drops) of fluid from the brake reservoir using a clean, dry eyedropper or similar device and place the drops of fluid in a clean jar filled with water. Glycol brake fluid is miscible, this means it will mix with the water, it will take a minute or so to mix completely. On the other hand, silicon fluid will form small spheres and settle to the bottom of the container of water.

Flushing the system every couple of years to remove any absorbed or collected water is a good idea to prevent corrosion.

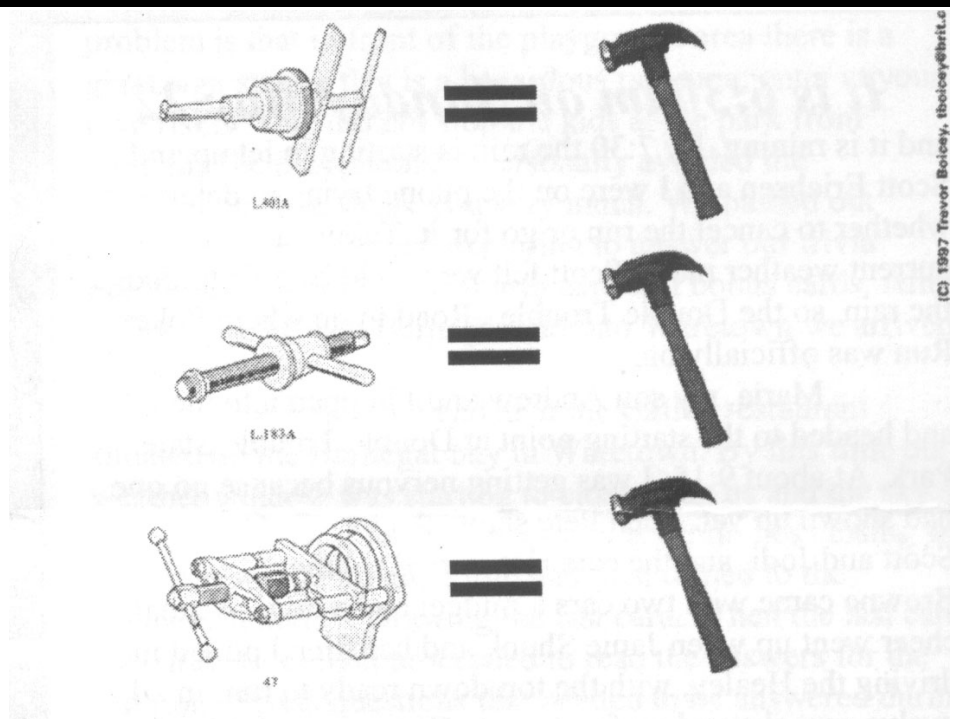
Reprinted from Positive Earth Driver's Club Newsletter

More Power For Your British Car

We see many owners who choose to fit high output "sport" ignition coils in an effort to gain better performance from their engine. Extra voltage at the plug will do one of several different things, but extra voltage alone will not significantly increase performance. A hotter spark will fire under higher cylinder pressure, which is great if you have raised the compression in your engine, but won't yield more performance in a stock engine unless we actually achieve a better burn in the cylinders.

If you are running a stock compression, take advantage of the extra energy and increase the spark gap. This

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British Leyland Special Service Tools (and their modern equivalents)...

Reprinted from the Terminal Post Newsletter, June 2005

Huge British Car Show to be Held in Palo Alto, CA on September 11

"Join us for one of the most historic British automotive lawn events in California. Over 500 quirky, classic and thoroughly lovable British cars are once again expected to grace the field at El Camino Park (across from Stanford Center) for the 25th Annual Palo Alto British Car Meet.

Join your British car friends for a smashing day at the park. Don't have a show car? Don't worry! Daily drivers, vintage racers, street rods and works-in-progress are as welcome as Concours quality restorations. British food, jazz, toys, literature and more fun than you'll be able to tolerate!

People's Choice Awards in six classes. There will be no pre-registration and all entrants will receive a commemorative gift. Cars will be placed on the field at about 9:00 am, and the fun goes on all day.

The registration fee is \$25 per car at the gate. Joining us again this year will be the cool little cars from the Arcane Auto Society. Spectators attend for free."

Date for the event is Sunday, September 11, 2005

For information, contact: Rick Feibusch. rfeibuschI@earthlink.net (310) 392-6605

All the major clubs will be there, including Rolls Royce, Jaguar, Austin Healey, Lotus, MG, Morgan etc. The Arcane Auto Society has all sorts of unusual cars, such as mini-cars, 3 wheelers, Citroens, and others cars not normally seen on roads in recent times.

Article provided courtesy of the Rolls Royce Owners Club Newsletter

(C) 1997 Trevor Boicey, tboicey@britc

Leaving BMCU — by Dan Kasha

(Continued from
August Newsletter)

There was little choice for the route out of Utah. Heading west there is only I-80. So I headed north on 89, and then headed northwest past Golden Spike on route 83, a scenic and pleasant road. For the last stretch, I had a choice of 40 miles of dirt road, or 20 miles on the interstate, over a mountain pass. Because traffic was light, I chose the interstate.

Idaho offered perfect roads for a vintage car. At first through farmland in between hills. Then following the Snake River Gorge. Route 30 and 78 stretch across much of southern Idaho, and are part of the Idaho scenic biway system. The views were stunning, including waterfalls, deep gorges, winding rivers, beautiful bridges. The Bruneau Dunes State park was impressive and gave me the chance to test my Fiat on dirt roads! Most states have websites for their scenic routes - easily found with Google.

I traveled West across Oregon on route 26, also a scenic route, perfect for a vintage car. Most impressive were the Yellow Pine forests with trees almost as wide as my car! In central Oregon I headed north on Route 19 through the John Day Fossil Beds National Monument. This was the most impressive road on the trip, not to be missed if ever in the area. The road was a great chance to test the handling of the Fiat, as it twisted through a narrow canyon and finally made an impressive descent towards the Columbia River Gorge.

I then crossed the Columbia River at the town of Biggs and proceeded on route 14 heading West along the

Washington side of the Columbia River. This was another wonderful road with views of all the activity on the river - massive dams, barges full of wheat, and the famous windsurfing at Hood River (don't miss a trip across the Hood River bridge - a white knuckle experience)! As I headed West into more populated areas, the roads were getting more difficult due to the higher traffic. So I decided to head back into parkland and headed north through Mt Saint Helens National Park and then along Mount Rainier. This was without a doubt the most difficult part of the trip, as there were probably a half dozen steep mountain climbs—making me wish I was in the TR6 or Morgan that passed me. And the last stop was a car wash - and the Fiat looked as good as when it started.

A few final thoughts:

- 1) Try to line up some people along the way that can help if you run into trouble!
- 2) If you pass a gas station and are

at less than a half tank, fill up! Gas stations in rural parts can be hard to find, and are often closed.

- 3) Inspect your car at every fill up - walk around, look at the tires, check the oil, etc.
- 4) Plan to stop before well before dark - driving in unknown areas at night is much harder.
- 5) It is hard to judge how far you can travel in one day. The maps don't tell the whole story, and there are beautiful things to see along the way, so budget extra time to enjoy the route.
- 6) There were many tourists along the route, and they all appreciated seeing a unique vehicle. I found the motorcyclists particularly interested and helpful.

Would I do it again, yes. Now that I have made it to the West Coast, I think the next adventure will be Alaska. Anyone up for a trip next summer?



More Power For Your British Car

Continued from Page 4

will cause the flame front in the cylinders to spread faster. As a result of the faster burn, a higher cylinder pressure is developed during ignition. Cylinder pressure is what pushes down on the piston, and a stronger push means more power. This is why raising the compression yields more horsepower. We find most "sport" coils will easily support a plug gap of around .035" or roughly 50% more than stock in most engines. Some of the more sophisticated electronic ignition systems that use a transistor coil driver can fire a plug at gaps of up to .065". That's about 1/16 of an inch!

Reprint from The Positive Earth Driver's Club Newsletter

Exchequer Report

As of August 25, 2005

Beginning balance
(from last report) **\$1,478.19**

Income:

Contributions	\$ 40.00
Sales	\$ 85.00
Alpine Loop Raffle	<u>\$ 561.00</u>
	\$ 686.00

Expenses:

Newsletter Expense	\$ 141.00
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Ending balance	<u>\$2,023.19</u>
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801-532-1259 gary@cs.utah.edu
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spitfiresrule@msn.com

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

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