

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

BRITISH MOTOR CLUB of UTAH

www.BMCUTAH.org

April 2017

Volume 28 Number 4

SLC to Fairview/Price/Helper Saturday, April 22, 2017

Hi, folks. As we did last year, Jill and I will be leading the group to meet up with Doug and Peggy Wright in Fairview. We will meet in the southeast corner of the South Towne Mall at 8:30 am for a 9am SHARP departure. We will stop at the Chevron on Hwy 6 in Spanish Fork to meet up with members from points south. We should be in Fairview around 11am to turn over the group to Doug and Peggy. Like last year, we should regroup at the top of Fairview Canyon before heading downhill to Huntington.

We will not be stopping at the Crandall Canyon Mine Memorial this year. BMCU members decided they wanted to have lunch at the Balance Rock restaurant in Helper.

—Roger Davis

Two Tech Sessions this month; April 15 and April 29.

Tech Session on Brakes

BMCU members are cordially invited to a **Wasatch Mountain Jaguar Register Tech Session on Brakes** 10am Saturday April 15.

It will be given by long time WMJR and BMCU member J Jennings, at his home in Murray, 6046 Fontaine Bleu Drive. This is on a cul-de-sac with 2 houses just off Vine St. Home phone number is 801-274-2671.

Bring your brake issues for J and the assembled multitude to resolve. However, if the brakes on the car you are driving are the issue please do not attempt parking in their driveway. (Small joke.)

—Gary Lindstrom

P.S. No tax questions allowed.

TECH DAY at Rich Weyland's

Where: 4325 Garden Drive Millcreek.

When: 8:30am till we all quit bul-*_*_*--and go home.

What day it will be: Saturday April 29.

What will we be learning about? Well Denis will be doing a demo on using lead for body fill - fast becoming a lost art since Bondo hit the scene.

You will also be able to gaze at an on-going frame up restoration of a TR6,

and what it takes to sand blast and paint an MG TD frame. Rich will show how he makes that delaminated dash board look like the factory just installed it.

And if that's not enough, I invite any one that would like to do a demonstration of anything they feel the group would like to enjoy.

Let Rich know if there is any problem you have you would like to get some information on—I'm sure we can find lots of guys with input.

Also, bring out all those parts left over or bought by mistake and lets swap them off or find a good home for them.

There is plenty of parking, so bring your Brit and let's have an informal little car show for my neighbors

See you all then.

—Rich Weyland (richornot2@gmail.com)

Being Cool at MacCool's

What a great turnout for brunch on a beautiful day. I forgot to take the sign in book (early season mistake), but a rough count had at least 40 members enjoying our first event of 2017.

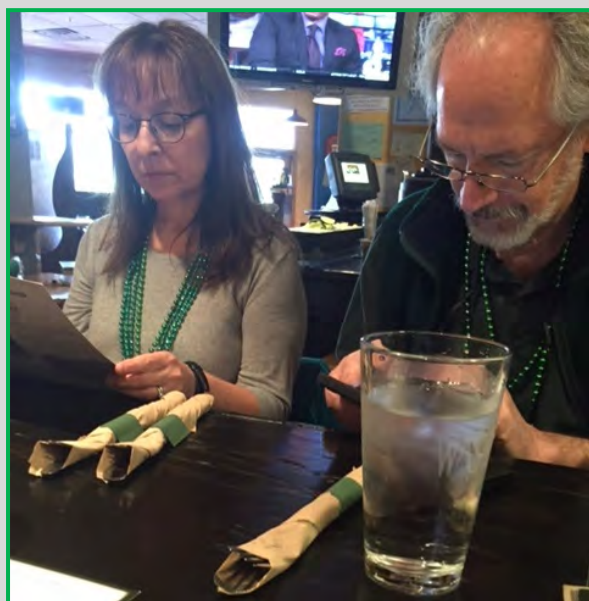
Welcome to Dennis & Sandy, new members, attending their first BMCU event. Hope to see you a lot this season.

Thanks to Rob Foye for organizing the brunch and having MacCool's prepped and ready for us. Loved your announcements leading up to today.

After eating, Gary Lindstrom led many of us on a very nice drive, up Emigration Canyon.

Show up & Have fun!

- Roger Davis



Photos on this page from Paul Jaroch.
Thanks Paul

First Annual Gary Meldrum Memorial Run to Eureka, UT March 25, 2017

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Would wet weather keep you from taking your LBC on a BMCU drive? If you answered "yes," you may be surprised to find yourself in the minority.

Amazed as you may be at this fact, there were 18 member vehicles on the First Annual Gary Meldrum Eureka Run!!! That also means that we had 27 members enjoying a great drive and excellent food at B's Western BBQ in Eureka.

Now comes the MOST AMAZING THING. I checked the Sign-in Book from last year's Eureka Run and I had to count twice to make sure what I saw was correct: 19 vehicles and 27 members!!!!

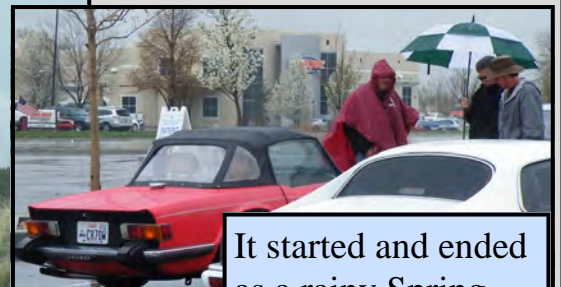
We gathered at 10am, under umbrellas, in the rain. Incredibly, there was a lot of smiling and laughter. Ritt's Andrew found it fun to run and try to stay dry between the umbrellas.

Here's something else that was interesting. As we headed south from Saratoga Springs, the rain stopped and the road dried! This made the drive much more enjoyable for everyone. Sure, coming home was entirely in the rain as some members continued on the loop and returned through Tooele and others re-traced the original route to Eureka.

Never let it be said that a little rain or bad weather will keep the BMCU members from having a good time with their British Iron.

Thanks to the 27 hearty souls that enjoyed a fun day on the First Annual Gary Meldrum Eureka Run.

-Roger Davis



It started and ended
as a rainy Spring
day the British
would understand.

The Run to Eureka



Photos on this page from Mike Feidler.
Thanks Mike





How Swede it is, or isn't



The Volvo P1800 body was designed by Frua of Italy in 1959 and introduced to market as a 1961 model. At the time, there was no room on Volvo's overflowing production line in Goteborg, Sweden, for the new P1800 coupe's unit body/chassis structure. Volvo contracted with the Jensen Motor Company in Bromwich, England, whose production lines were under-utilized. Press Steel Company Ltd was subcontracted by Jensen to create the unit body shell in their Linwood, Scotland, plant. The bodies were shipped by rail to be assembled in Bromwich, England, by Jensen. The drive train components were shipped over from Sweden. The engine and overdrive electrics were Bosch. The chassis wiring and lights were LUCAS. The dashboard instrumentation was manufactured in England by Smiths. Starting in 1963, P1800s were assembled in England under Volvo rather than Jensen supervision in an effort to improve build quality. Jensen's contract was renegotiated and Pressed Steel moved P1800 body shell manufacturing to their Cowley/Oxford, England, facility. This was closer to Jensen at Bromwich where production of the VD Series chassis #8001 through #12499 was to continue at least through "late 1964" according to the "Internet". All 1965 P1800 coupes, chassis #12500 onward were P1800S models totally made in Sweden. The S after the P1800 was intended to signify made in Sweden.

The 1964 Volvo P1800S Team Hermance acquired has Chassis #11477 stamped on the firewall along with a riveted number plate stating the car was made in Goteborg, Sweden. However, #11477 is 1022



Jon Hermance with his Brit Volvo

cars from being a 1965 Swedish build according to the factory chassis number, has the bull horn front bumpers and the die-cut aluminum front grill of an English-built P1800 along with the Pressed Steel Company unit body with a fender plate stamped Cowley Oxford, LUCAS color-coded wiring and lighting, plus gauges by Smiths. Was there maybe a little transitional re-badging going on?



"Bull horn" front bumper and die-cut aluminum grill



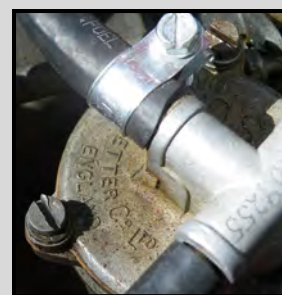
Pressed Steel Co. Ltd, Cowley, Oxford: fender plate.

We hope BMCU members will concede there is probably enough United Kingdom manufacturing involved in this particular Volvo for it to be considered an LBSC partially British to totally Swedish transition model that will be allowed to participate in BMCU activities. By the way, the gas gauge was working, the needle just rather quickly goes from $\frac{1}{4}$ full to rather empty, at least until such time as I get around to cleaning likely corrosion off the electrical components in the float assembly.



As time progressed, Jensen had problems with quality control, so the contract was ended early after 6,000 cars had been built. In 1963 production was moved to Volvo's Lundby Plant in Gothenburg and the car's name was changed to 1800S (S standing for Sverige, or in English: Sweden).

-Jon Hermance



British-owned car manufacturers

[Morgan Motor Company Ltd](#) (Aero 8, Plus 8, Roadster, Plus 4, 4/4, 3 wheeler)

[Caterham Cars Ltd](#) (Seven)

[McLaren Automotive](#) (570S, 540C, 570GT, 650S, 675LT and P1)

Made in Britain

[MINI](#) – MINI, MINI Clubman and MINI Countryman, in Cowley, Oxford

[Honda](#) – Civic and CR-V in Swindon

[Toyota](#) – Auris, Auris hybrid and Avensis in Burnaston, Derbyshire

[Nissan](#) – Juke, Qashqai, Note and Leaf and Infiniti Q30 in Sunderland, Tyne and Wear

[Lotus](#) – Elise, Evora and Exige in Norfolk

[Aston Martin](#) – DB9, Vantage, Rapide, Vanquish, and DB11 in Gaydon, Warwickshire

[Bentley Motors](#) – Continental, Flying Spur and Mulsanne in Crewe, Cheshire

[Rolls Royce](#) – Ghost and Wraith in Goodwood, West Sussex

[Jaguar](#) – F-Pace and XE in Solihull, and F-type, XJ, XF and XE in Castle Bromwich, Birmingham

[Land Rover](#) – Discovery Sport and Range Rover Evoque in Halewood, Merseyside, and Range Rover, Range Rover Sport and Land Rover Defender in Solihull, West Midlands

[Vauxhall](#) – Astra at Ellesmere Port and Vivaro van in Luton

Ford stopped building cars in the UK in 2002 and vans (Transits) in July 2013 but continues to manufacture engines in Bridgend and Dagenham and transmissions in Halewood.

11 January 2017

From: www.theaa.com

Note: There are over 500 defunct car manufacturers in the UK according to Wikipedia.

In the March 29 issue of the WSJ in the “My Ride” column was an article about Jon Schuler and his 1952 MGTD.

He drove this car through the gates of the US Military Academy after graduation in 1967 on his honeymoon. This May his dream of driv-



ing back to West Point with his wife for his 50th reunion will come true. He plans on a sign, “Same car, Same wife, Same weight.” He says he still weighs the same but the pounds have been redistributed.

He purchased the car in 1967 for \$1500. He’s been restoring it since 2003 and the work was finished in 2016. He says at 55 mph it purrs like a sewing machine.

From the BMCU

Chancellor of the Exchequer

Greetings and happy spring (between storms, that is).

The 1st quarter financial report:

No change from last report.

Be seeing you...

Martin Van Nood



Not as familiar as St. Patrick's Day for Ireland, but still fun in an LBC. Do something fun on April 23.

This article was provided to the BMCU Newsletter by BMCU member, in abstentia, Kevin Cowan.

3D Printing & Collector Cars

Background

For over forty years my profession was engineering. I primarily dealt with electronics but as a chief engineer on multiple projects I was also involved with a variety of other disciplines such as software, fluid dynamics, thermal and mechanical engineering. Much of my hands-on mechanical engineering experience however came from a parallel hobby: repairing and restoring classic cars. While I retired a few years ago, I haven't lost interest in either engineering activities or car collecting. The interests came together again recently when I purchased a 3D printer and a 1955 MG.

The 3D printing idea has been around since 1981 when Hideo Kodama wrote a paper on making a solid model built up from printing cross-sectional slices. The right pieces of technology evolved rapidly and in 1992 a company founded by Charles Hull built the first stereolithography (SLA) rapid prototyping system. It took a lot of time and money to build a 3D printer twenty-five years ago. But like similar electronics, the hardware shrinks in size, software improves, and cost plummets year after year. Today you can buy home 3D printers from a variety of companies with better quality, capability and price each year.

The process used by most home 3D printers is known as Fused Deposition Modeling (FDM). With FDM, material is melted in a heat tube and extruded in very small amounts onto a surface in a very specific location. The melted material quickly hardens but in the process, it bonds with similar material around it. The print repeats this material deposition thousands of times and as the material builds up, a three dimensional object is formed.

A wide variety of materials are available for 3D printing including multiple types of plastic polymers, rubber, wood and even various metals such as aluminum and brass. In the commercial world even more 3D printing techniques are available as well as a wider variety of materials. Amazingly, 3D printing is making successful inroads in the medical world. It has found wide acceptance in dental practices and even experiments are now taking place on "printing" prosthetics and human organs.



My 2016 Christmas present to myself was the Creator Pro 3D printer. It became available to previous summer and used the latest technology at a very affordable price.



This was my 2015 Christmas present to myself. She is a one-owner, matching-numbers, black plate California car.

Getting Stated

My 1955 MG TF 1500 was a 2015 Christmas present to myself. It made *perfect sense* since I had recently sold my 1959 Porsche Convertible D and was selling a 1967 Mustang GT convertible which gave me plenty of space in the garage. The MG is a one-owner, matching-numbers, black plate California car. It was purchased by a woman who properly cared for the car including a refresher with respray, new interior and top, and replacement of wiring about 10 years ago. As the owner advanced in age, driving the MG became more problematic for her. She garaged the car in the 2007 time frame and it sat unused until her death in 2012. The car had been so well cared for that when I purchased it in

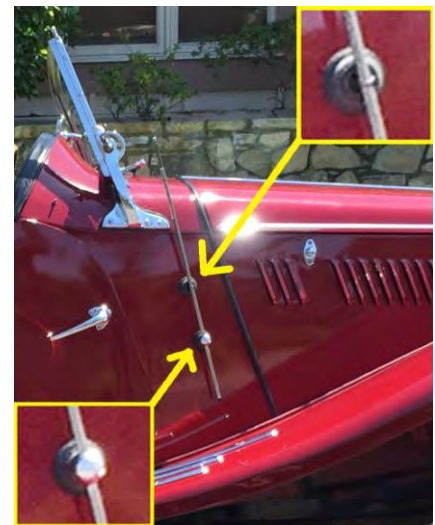
December of 2015; it took only replacement of fluids and seals to get the MG up and running reliably again.

I like to drive my collector cars (I am also currently the custodian of a 1966 Austin Healey 3000 and a 1972 Alfa Romeo GTV) but originality is also important to me. These two desires are not always perfectly compatible. Therefore when I make a change, I make sure that the “improvement” is reversible by saving the unmodified, original parts. That way if a future owner wishes to restore the car to original specifications, my alterations can be unbolted and the original parts reattached. Some of the changes I have made so far includes: MGA rear end gearing, spin-on oil filter, adjustable clutch linkage, PCV, new chrome wire wheels and a 14: Moto-Lita wood steering wheel. The 3D printing capability proved valuable with several of these projects which will be described in the next several paragraphs. More important than the individual descriptions however are the lessons I learned which others might find valuable.

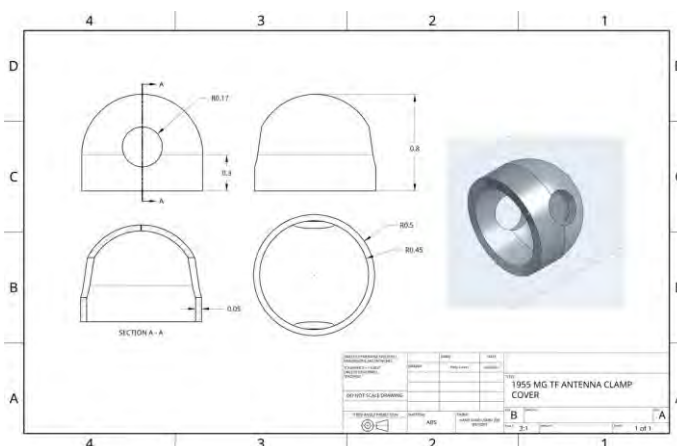
Project 1: Antenna Clamp Cover

The MG arrived with a period-correct, Motorola AM radio hung in the passenger-side glove box. It was most likely dealer installed and the dealer also installed a proper radio antenna mounted on the exterior side panel. *(The dealer should have done a better job of matching the antenna's mounting angle with that of the hood and door panel gaps.)* The antenna is mounted to the side panel using two clamps. A spacer holds the antenna away from the side panel while a chrome-plated dome covers the clamping mechanism itself. As can be seen in the accompanying photo, one of the decorative domes was missing. Since I couldn't find the correct part in the Moss catalog or on Ebay, making a replacement part using 3D printing looked like a viable and simple option.

The first step in 3D printing is to build a mathematical model of the item to be printed. This process is commonly known in the industry as Computer Aided Design or CAD. I had previous passing experience with several pieces of CAD software and settled on using a relatively new product known as Onshape (www.onshape.com). Onshape is not specifically intended for 3D printing but this doesn't mean it isn't a great tool for this application. It is free to individuals such as me, it is cloud-based and therefore doesn't clutter up my computer with a bunch of new application software, it executes quickly, and there are a variety of tutorials which allow a new user to learn how to use the software. *The tutorials will get you started but they will not make you proficient. Also, if you have no prior experience with CAD, the tutorials themselves may not prove sufficient to get you started.)*



My first 3D printing project was to make a simple replacement for the missing chrome dome that goes over the antenna mounting clip.



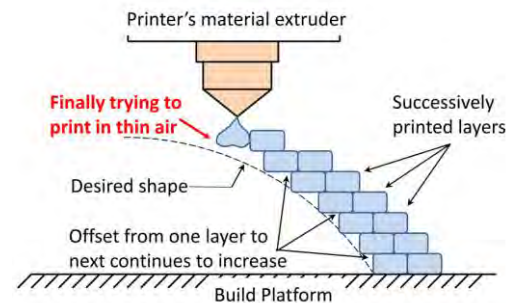
Onshape software supports 3D modeling and 2D drawing preparation. It is fast and free for home usage.

Since I had one original antenna dome still on the car, I was able to use it and a set of calipers to get accurate measurements for the design. *(It is possible to use 3D laser scanning or a touch probe to obtain measurements and even to build a 3D mathematical model. But these methods require additional hardware and software and also have limitations. Before deciding to go in this direction, it would be useful to investigate the methods further on the internet.)*

The figure to the left illustrates the model I built using Onshape. Although the design seems rather simple and straightforward it takes a bit of thinking to make it “printable”. The original part appears to

be made out of aluminum and since The British Motor Corporation Limited (aka BMC) planned to sell several thousand cars, the original part was possibly made by stamping. If the part was reproduced today and the seller planned to sell at least a few hundred pieces, he might use low cost injection molded plastic. I was interested in only a single copy so 3D printing became a good alternative for me.

The first issue to be addressed is that one cannot print on thin air. You have to begin the print on a solid surface and build up the material as successive layers on top of the previous layer. The technique allows some small offset from layer to layer which means that I could achieve the inside surface of the dome but only if I did not make this offset too great. The figure to the right illustrates what happens if this issue isn't taken into account. There are a couple of ways to address the problem. First of all if you limit the offset amount to less than 45° most printers can handle this. Another technique is to build, i.e. print, an integral support structure. The support structure can be of much finer material that can be broken off and discarded after the entire piece is printed and allowed to cool.



Additive manufacturing always requires the designer to consider how overhangs can be eliminated or supported during 3D printing.

After you are happy with your design, the CAD software must be able to generate a file that is compatible with the next piece of software you will need. This second piece of software is unique to the 3D printing process. It is used to convert the 3D solid model (*that I designed using Onshape*) into a set of commands that tells the 3D printer where to move (right, left, forward, backward and maintain or lower print platform) and when to extrude material. I had to purchase this additional software and the product I bought is called Simplify3D (www.simplify3d.com). Based on internet reviews, this software is widely liked by home users. It is priced reasonably (*around \$140*) and fully automates the printer command generation process for your particular model printer if that is how you want to operate. As I became more experienced however, Simplify3D allowed me to tailor many parameters which improved the final product. Some of the parameters I now customize include: printer temperatures, print speeds, wall thickness, infill pattern and density.

As mentioned earlier, various materials that can be printed. Two rolls of material came with my printer: PLA and ABS. PLA is a biodegradable plastic and since it is offered in a variety of colors, including transparent, it is frequently used by hobbyists. ABS is a particularly strong polymer and also available in a range colors. For the MG antenna clamp cover, I used ABS. This is where many people see their first significant frustrations. The platform on which your printer builds your part must be VERY (*emphasis intended*) level. Some printers come with auto-leveling software built in but mine did not. To make the platform level it was necessary to adjust three screws while increasing or decreasing the gap between the build platform and the material extruder head. The gap is measured by sliding a manufacturer furnished index card under the extruder until the friction feels identical under each adjustment screw. If you have any experience with using a feeler gauge to adjust the valves on your car, the platform leveling process is very similar.



This is my first printing attempt without any touch up.

The second newbie frustration is getting the first printed layer to stick to the printer's build platform. You will find many suggestions on the internet about how to do this which include platform cover material, platform coating liquids, adjusting platform temperature, adjusting first layer print speed, etc. To complicate matters, the process is also material sensitive. The default setting that the Simplify3D software chose actually worked pretty good the first few times but repeated usage of the printer will required adjustments as time went on.

The photo to the left shows the results my of first 3D printing attempt. In general the part turned out pretty good. Tweaking a few of the design and print process parameters provided an even better result by my third attempt. To make the part closer to original appearance I needed to do

some hand finishing. If you look very closely you can see ridges resulting from the layer-by-layer printing process. Using 200 grit wet/dry sand paper quickly eliminated these. To make the surface even better I followed this up with some time on the polishing wheel until the surface was impeccable. Now I just needed to add that shinny chrome surface like the original.

Although it is possible to chrome plate plastic, my plater did not have this capability so I decided for this first attempt to use chrome paint. Paint does not provide for the best appearance but it was acceptable for my driver-level MG. The result can be seen in the photo to the right. For a higher end restoration plating the printed part would be justified. (*See also my comments at the end about 3D printing stainless steel.*)

Just for the heck of it, I had another copy of the antenna mount dome machined out of aluminum. This proved to be a useful exercise for appreciating the difference between designing for additive manufacturing (e.g. 3D printing) and subtractive manufacturing (traditional machining).

I described the offset issue with 3D printing earlier. There is a counterpoint issue in the same area with traditional machining. The original inside of the dome shape could be done with machining but there is a simpler, i.e. less expensive, approach. By knowing the fit requirements for the piece when mounted to the car, it is possible to reduce tooling and cutting time. The photo at right shows an example of how to do this.

The other nice thing about machining the aluminum part is that it could be polished to a very high gloss making it a much more representative of the original part even without chrome plating.

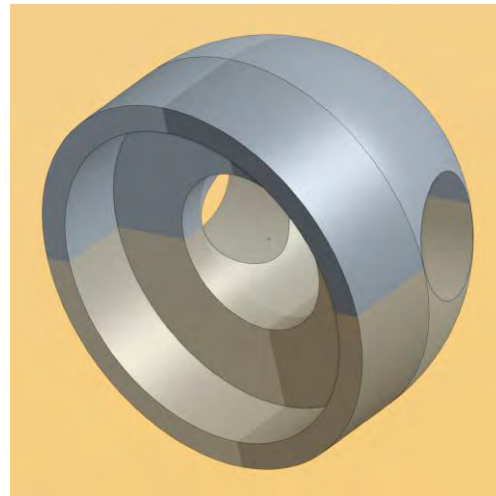
Project 2: Adding a Positive Crankcase Ventilation Valve

Automobile engines are lubricated with oil and when oil is churned by moving parts pressure is produced in the crankcase while burnt gases are also blown past the piston rings. In older gasoline engines, a pipe emitting from the crankcase releases the pressure by dumping the contaminated air into the atmosphere. If this were not done, sludge would buildup followed by oil leaks. In 1958 the GM Research Lab determined that half of an automobile's unburned hydrocarbons were coming from this pipe. One of the earliest pollution control techniques to address this was to reroute contaminated crankcase air back into the engine's combustion chamber. To accomplish this, the Positive Crankcase Ventilation (PCV) valve was utilized and made its debut in 1961 California cars.

One internet writer stated that oil leaks on MG T engines can be significantly reduced by installation of PCV. Since PCV would also significantly reduce my engine's pollution, I decided to try the modification on my car. Like many other automobiles of the era, my MG's engine has two crankcase breathing ports. One is a hose that goes from the forward carburetor air cleaner to the valve cover. The second is a road draft tube (i.e. pipe) that exits from the side tappet cover. The road draft tube would be a natural location for the PCV valve intake. The exit side of the valve could be located on the rear air cleaner cover but this is not ideal. A better place is directly into the intake manifold, equally spaced between the twin carburetors.



The size and shape of the 3D printed antenna mount dome was excellent but achieving a shinny chrome-like finish will prove more difficult.



There was no technical reason for the inside surface of the dome to follow the exterior. By removing material only necessary for the correct clearances, an alternate antenna clamp cover design simplified machining.

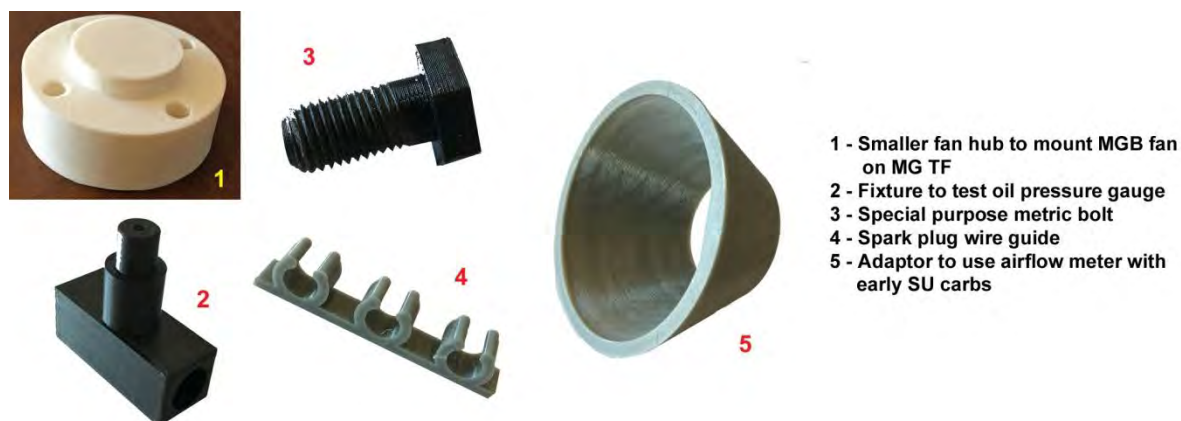
Since I don't want to permanently disfigure any of my car's original parts, I purchased a used intake manifold on Ebay. (*I needed a manifold for 1½" SU carb throats which was only used on the TD Mk II and TF.*) This manifold I tapped in the top-center for 1/8" NPT brass elbow to be used to intake the PCV's exhausted gas. The only other issue was that the diameter of the road draft tube and PCV valve intake were significantly different. I needed an adaptor and it should be flexible so that it can be secured with a hose clamp and seal well. 3D printing to the rescue!

What was new for me with this 3D printing project however was the need for flexibility in the adaptor. The first part of the solution was to change my printing material to a substance called TPU (thermoplastic polyurethane). It is flexible and durable and can withstand temperatures up to 80°C (176°F). The second part of the solution was to customize the infill of the printed part. Simplify3D software allows the user to determine the density of the infill by determining the pattern for the infill (e.g. honeycomb or rectilinear) plus the pattern size. This affects both the flexibility and strength of the printed part. The photo below shows the part I designed as well as what it looks like after it was installed. While I was at it, I also printed a simple bracket to keep the PCV hose between the valve and the intake manifold from flopping around in the engine compartment.



Other Little Projects

Since my initial efforts went so well I found a number of other things I could make that came in handy. Each project made me a little more proficient using the Onshape CAD software and a bit more knowledgeable utilizing the subtle customization features in the Simplify3D printing software. The applications for my 3D printing projects also expanded. I began making a couple more car parts, than I made a couple of tool parts and Val asked me to make a new lid piece for her broken travel mug. The photos below show some of these pieces.



Thoughts on Future Projects

To really take advantage of the potential for using 3D printing for collector cars, I want to have metal printing capability. One form that I can do at home is using a polymer filament infused with fine metallic powder. The state-of-the-art ratio is 60/40 but this is expected to improve each year. Parts made using metallic filament have the look and feel of bronze, brass, copper, aluminum, stainless steel etc. The parts can be polished to shine and are substantially heavier than an ABS equivalent. Of course a part made from a filament will not be as strong as its pure metal equivalent.

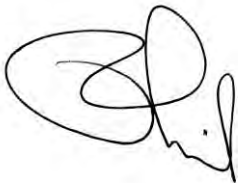
There are a few drawbacks other issues to using these metal filaments. First of all they cause increased wear in the printer's material extruder and therefore special hardened extruders are recommended. Another issue is that the material is much more sensitive to print parameters such as temperature and speeds and some find it difficult to get repeatedly good results. Finally, the material cost is around three times higher than a typical polymer. Nevertheless, I have ordered the parts and material to 3D print metallic pieces and look forward to producing another MG antenna clamp cover in stainless steel.

In the commercial world metal 3D printing generally uses a different process than home 3D printing. The reason for this is that bonding pure metal requires high temperatures. One commercial process in use is Selective Laser Sintering (SLS). Using SLS, the metal, in powder form, is spread evenly across a build platform in a very thin layer. A high power laser then "draws" on the powdered metal the form to be created. This "drawing" fuses the exposed metal particles together into a solid. The SLS machine then spreads another thin layer of powdered metal over the material the laser just fused. The laser again "draws" another form thereby bonding the powder metal particles side to side and to the metal layer below. The process is repeated until layer upon layer is built up to form the entire object. Like home 3D printing, some additional processing is often required such as surface finishing, plating and maybe some tap and die work.

Obviously commercial metal 3D printing is more expensive than home 3D printing and has longer turn-around time. However it can be justified particularly in situations where higher strength of material is required. In such cases however home printing still has excellent application. Home printing a new design first is a good way to generate a quick inexpensive prototype that can be checked for form, fit and function. If a problem is found, the design can be altered on the spot and a revised prototype immediately printed. Once happy with the home printed model, the designer has much greater confidence that the expensive commercial model will be correct on the first attempt.

From the stand point of hardware, software and material, 3D printing is still very much in its infancy. But there is a large hobby and commercial base out there which will spur breakthroughs every day. If you doubt just Google "3D printing" you get some 40,500 hits. Googling "home 3d printing" provides 29,300 results.

If you have any interest in the design and 3D printing of parts for your classic car, maybe I can be of service. Feel free to drop me an e-mail giving me an idea of what you are looking for and I will get back with you.



Phil.Carney@comcast.net



Lucas Calendar 2017

Feb 4: Planning Dinner, 6876 S. Highland Dr., Cottonwood Heights; 6pm

Mar 19: St. Patty's at MacCool's, Sunday, 11am

Mar 25: Eureka UT, Gary Meldrum Memorial Drive, Cindy and Cory Wardell

Apr 22: Fairview/Price/Helper, Doug and Peggy Wright

May 6: Peoa/Rockport/Coalville/Taggerts, Larry Farrington

May 27: Memorial Day Tour to Torrey, Jim Stover, Roger & Jill Davis

Jun 17: British Field Day, Liberty Park SLC, Jon Hermance

Jul 1: Eaglewood Festival of Speed Car Show, Bruce Oblad

Jul 10-14: GOF West, Santa Maria, CA

Aug 19: Trappers Loop and Huntsville BBQ, Pat and Donna Rich

Sep 4: State Street Cruise, decorate your car, Marty Van Nood

Sep 16: Alpine Loop and BBQ in South Fork Canyon, Drew Frink, Roger and Jill Davis

Sep 30: Fall Colour Tour, Nebo Loop, Steen and Arlene Sorensen

Oct: ?????????????????????????????

Nov 4: End of Season Dinner, Jim Stover, Location TBD

Midweek Madness - Watch the group site for email announcements

Don't forget impromptu events too. Tech Session anyone?

The British Motor Club of Utah welcomes anyone who owns or is a fan of classic British cars and trucks. Membership is free. If you are not a member and would like to join, go to our Contact page and let us know!

<http://BMCUTAH.org>

If you would like to attend any of our events, you must adhere to the following rules:

1. Show Up!
2. Have fun!

Please send ideas, suggestions, comments, articles, and/or photos for the BMCU Newsletter to the editor: robbfoye@gmail.com

British Motor Club of Utah

