

July was a hot month - no BMCU events, no BMCU Newsletter

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

BRITISH MOTOR CLUB of UTAH

www.BMCUTAH.org

August/July 2017

Volume 28 Number 7/8

Trappers Loop and Huntsville BBQ Aug 19th

We're just a week away from our run over Trappers Loop to the Huntsville Barbecue Company in beautiful Huntsville, Utah next Saturday, 19 August.

We'll meet at the east end of the Hogle Zoo Parking lot at 9:00 for a 9:30 departure. We'll go up Emigration Canyon to Utah 65 where we'll turn north to East Canyon Reservoir and then west on Utah 66 down the canyon and into Morgan where we'll drain n' gain at the Phillips 66 on North State Street near Interstate 84. From there we go under the interstate onto the Old Highway Road (N 700 E) west to Mountain Green, over Trapper's Loop (UT 167) North and into Ogden Valley. Then we'll turn right onto Utah 39 to go to Huntsville where we'll have lunch at the Huntsville Barbeque Company (<https://www.facebook.com/huntsvillebbq/>) on the west side of Huntsville Square (235 South, 7400 East).

Parking will be along the west side of the Huntsville Square park, just across the street from the restaurant. We'll order off the menu inside and then they'll have special seating for us on the shady lawn in the back.

After lunch options to return home include back the way you came, down Utah 39 through Ogden Canyon and onto Highway

89 south back to SLC or, for the more adventurous, you can continue north around the lake to Eden, then Liberty and up/over North Ogden Divide and back onto Highway 89 to return to SLC.

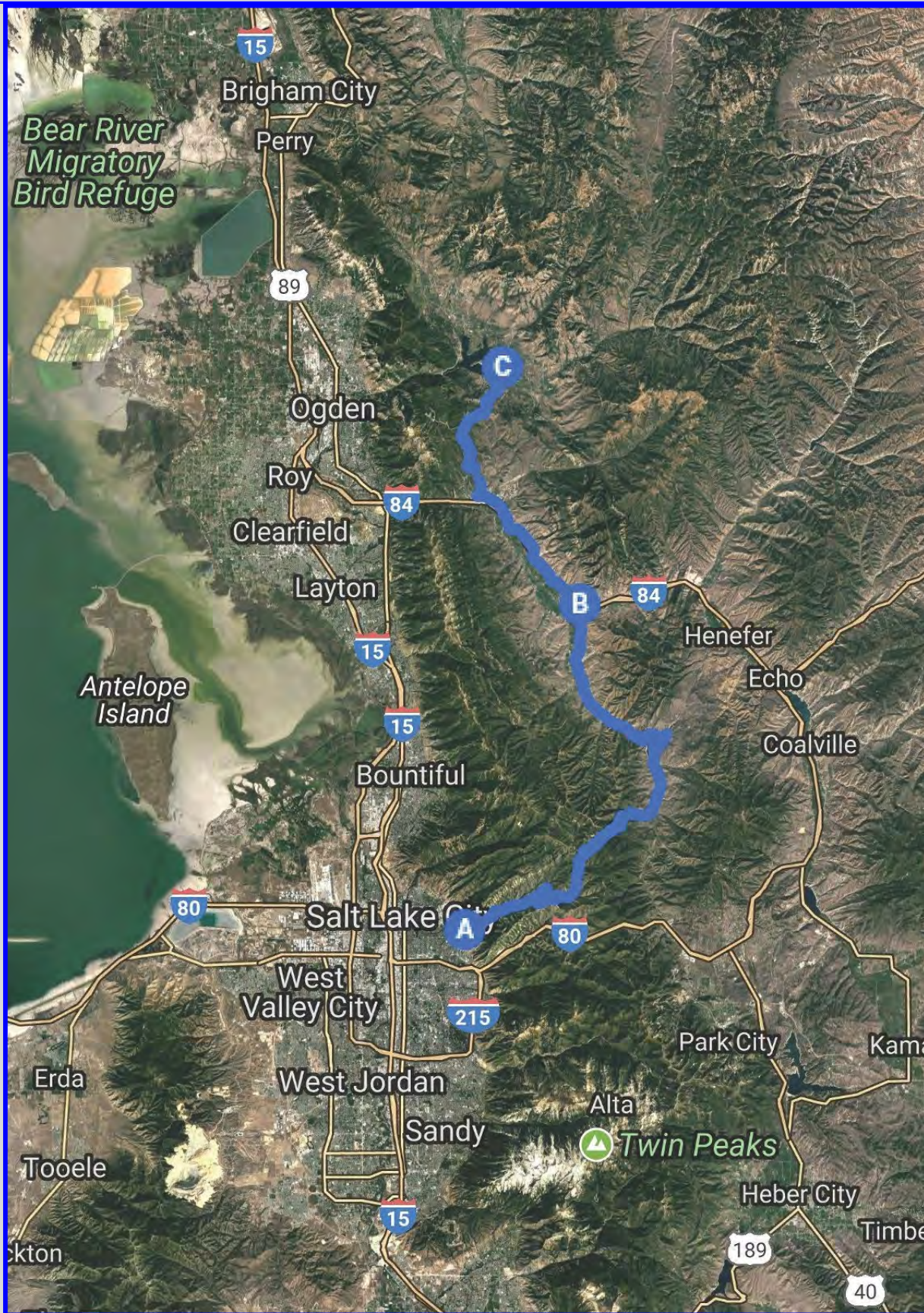
Here's a link to Google Maps for a preview of the route. <https://drive.google.com/open?id=1XDsw7MYNrO-i4QbKPbYSNiKGxrY&usp=sharing>

Gas up the LBC, check the fluids and maybe bring a large wet towel to clean the barbecue off your face and hands before getting back in the car! Hope everyone can join us for the run.

See you there!
Pat and Donna Rich
"British Banana"



Nice run through the back country.





BFD was a Beautiful Fantastic Day



Liberty Park shade for people and cars



Of course, The Course



LBCs show their stuff on the road course



A "New" MGB on the road !

I guess to introduce myself and my car :)

My name is Adam Jensen. I am reviving a 77 MGB that has been sitting in an Arizona carport (not driven) since 1989. Fluids were not drained. Sad Smiley.

Why MG's?

I saw one for sale in my hometown when I was in high school and it was love at first sight. :) My dad bought it for me and then I paid him for it. It was a yellow 1979 MGB. I always wanted to fix it up but my \$6/ hour wage at Burger King didn't give me much money for improvements. I ended up leaving for a few years and had to sell it. It has now been 20 years. Every time I saw an MGB on the road I got that excitement again so I started looking and found a white 1977 MGB for sale so I made the arrangements and went to pick it up. My financial situation has improved slightly :) so I am now able to do with this car what I wanted to do with my 79 MGB. See below for a picture I took tonight.

So where am I at with the rebuild?

Over the last month:

1. Made sure the engine wasn't seized. Luckily it wasn't. Changed the oil and filter.
2. Removed the smog system. The air pump was seized.
3. Made sure I had spark and got the engine to fire by putting a little gas in the carb.
4. I replaced the gas tank, sender and all the fuel lines. It was full of varnished gas and all the lines were hard and broke easily.
5. I rebuilt the fuel pump. Also full of varnished gas.
6. Rebuilt the ZS Carburetor and automatic choke. I purchased Dual SU carbs. I plan on rebuilding them and putting them in over the winter.
7. Replaced the water pump. It was completely seized with who knows what.
8. Flushed the coolant system and replaced the thermostat. The thermostat housing was chuck full of a hard powder. I used a screw driver and got it all out. It had eaten away at the metal. I used it but am seeing a small antifreeze leak through one of the bolts. I have a new housing on the way.
9. Filled the coolant system with antifreeze.
10. Replaced brake rotors, drums, front calipers and pads, rear cylinders and pads and lines.
11. Replaced the Master brake cylinder.
12. Bled the brakes.
13. Replaced the turn signal, wiper assemblies and hazard switch.
14. Replaced the fan motor. It sounded like an animal was dying when it ran.
15. Replaced what appeared to be the original tires.
16. Fired her up and let her run for a while to see if anything would go wrong. Other than a little dieseling when I tried to shut it off it ran well.



17. Last night: Took her for the first drive in almost 30 years. Smiling Smiley

18. Tonight: Put the hood back on and did a full exterior detail of the car and went for another drive (longer this time). Everything appears to be running great. Grinning Smiley

What next?

Drive it for the rest of the season and tear into the car and do a complete rebuild. Going to be fun!!!



New Event: Passing on the Dream

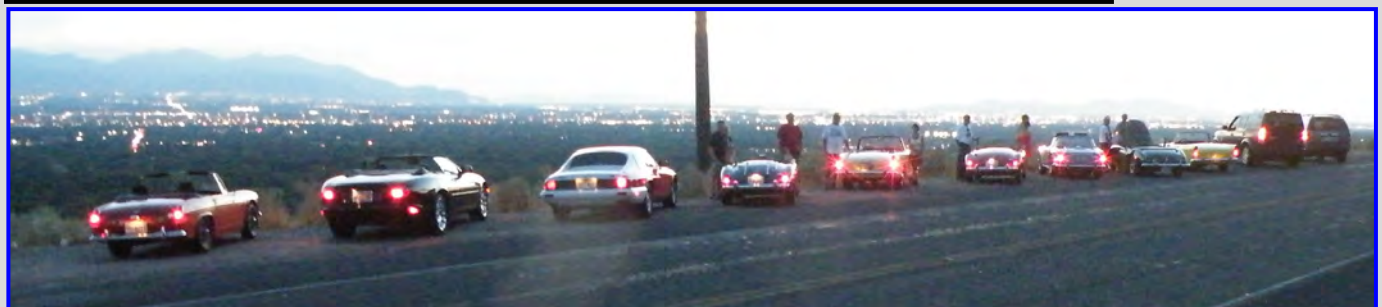
On Saturday August 5th, eight young "navigators" boarded BMCU LBC's enjoying an early morning ride on a picture perfect Utah day. BMCU drivers rendezvoused in Kaysville before heading up Trappers Loop. The theme - **Passing on the Dream** - of owning and driving an LBC was an opportunity that sold itself. I am pretty sure most all of the navigators had ridden in the family British car. However, it was interesting to watch what other models of LBC's (besides the family's auto) our young passengers showed an interest in or asked questions about.

Driving Trappers Loop we created a "parade" driving through Huntsville. It was a chance to practice a "parade wave". The drive continued around the lake and into Eden. In Eden we ate our lunch at a new mini park, chatted about British cars, and discussed the option of returning through Ogden Canyon with go-kart racing in Ogden or returning back over Trappers Loop. The one "clink in the carburetor" for our "navigators" was the Ice Cream store was not yet open.

I wish to thank all the drivers for sharing their LBC's with the next generation of potential LBC enthusiasts. I believe this opportunity would be a good annual event.

Frank Mousley Blue "A"

Mid-Week Madness - the Sunset



Why I like my British Car (to ride or operate)

I'm asked many times, why I like to drive my Sunbeam Alpine. The answer is complex at best. Why would I want to give up modern conveniences like: automatic transmission, power steering, air conditioning, lane departure warning, ABS, crash avoidance braking, auto adjusting power seats, power windows, power mirrors, tire pressure warnings, auto radio volume level, low fuel level warning, auto rain detection for windshield wipers, and the list goes on and on...

I'm probably "preaching to the choir," but the answer becomes pretty simple. With modern vehicles, we open the door, climb in, buckle the seat belt, turn the key in the ignition (or push a button) and away we go. In the case of hybrid or electric cars, there may not even be an engine to "start."

The "simple" answer is, I like to "operate" my LBC, not just ride in it. Modern vehicles with all their conveniences only allow us to ride in them. My Sunbeam Alpine is a car that needs to be in total control of the driver.

There physical functions that need to be carried out to cause this piece of machinery to come to life. Two actions would be to manually adjust the carburetor chokes and to switch on the electric fuel pump to fill the carburetor bowls. Once the engine is running, I must constantly monitor the various indicators that begin to disseminate information. The instrument panel is filled with gauges that impart pieces of data regarding the diversified circuits within the vehicle.

Examples of these indicators would be: voltmeter, oil pressure, fuel capacity, engine revolutions and engine temperature. With a modern car, most of these functions the rider never sees. In my British conveyance, all of these areas must constantly be monitored. It is up to me to read the instrument and make a quick judgement as to how well each of the individual circuits is working.

To operate an old British car is much more than just going for a ride. The operator becomes an integral part of the machinery. There is no computer to make thousands of checks and decisions each second. It all must be carried out by the operator. I will give up this position in the future, but for now, let's go and enjoy the fact that our LBCs need us in order for them to roll down the road.

How about it Drivers? Ready to do some operating?

-Roger Davis

Right on for me too. My LBC needs me and I need my LBC.

I have no need for the "features" on new cars (new cars are obviously fantastic, but...)

Who needs a "Check Engine Light?" With dashpot carbs and a mechanical fuel pump with a primer pump lever (no sissy electric fuel pumps for Triumph TR4s) you always check the engine. You develop an intimacy and a sixth sense with your oil pressure and coolant temperature gauges.

My speedometer hasn't worked since I bought the TR in 2003 - you don't need one with a tach, knowing your transmission, and seat of the pants experience. (Okay you can calibrate with a GPS.)

With the top down you're at one with your LBC and your environment - including rain and desert heat.

Oh, and the exhaust with essence of Castrol - aroma therapy for me.

-editor

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: Antelope Island Run; Roger and Jill Davis

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

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

Hands-free electric car driving - TESLA eat your heart out.

