

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

British Motor Club of Utah

www.BMCUTAH.org

March 2013

Volume 24 Number 3

MARCH 2013

WE HAVE PLANS FOR THIS YEAR !

WHAT ARE YOU DOING ST. PATRICK'S DAY ?

Sunday, March 17th

**St. Patrick's Day Ice Breaker BMCU meet and drive
MacCools Public House, Foothill Village SLC
1400 South Foothill Blvd.**

OK gang here's the deal, I just spoke with MacCools and they do not take reservations for that weekend so I propose we be there at 1100 hrs on Sunday the 17th—when they open for lunch. Drive yet to be determined so far. If you are lazy and late you takes your chances. That's it.

Paul Jaroch
Membership BMCUtah
Regalia and such



*There are no strangers here...
only friends that have not met!*

New!

[Members Only](#) (password protected) web page for information pertinent to BMCU members only. Check your email for the password from our webmaster Drew Frink. If you can't find it contact Drew.

The annual planning dinner held at the Columbus Center in SLC on Saturday night, February 16, was fun and successful.



Good Company

Good Food



Here are the 2013 Lucas Calendar plans*:

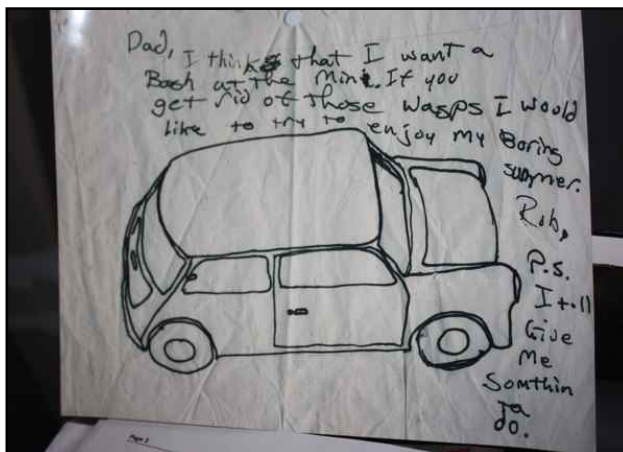
DATE	DAY	EVENT	LEADER
April 13	Sat	<u>Once Around the Lake.</u>	Paul Jaroch
May 18	Sat	<u>Antelope Island Run</u>	Kimberlee Owens
May 25-27	SSM	<u>Memorial Day Run</u> (Steamboat Springs)	Jim Stover
June 15	Sat	<u>British Field Day</u>	Jon Hermance
July 2	Tue	<u>Eaglewood Show</u> (North Salt Lake)	Bruce Oblad
July 14	Sun	<u>Trappers Loop</u>	John Prograss
Aug 17	Sat	<u>Alpine Loop</u>	Drew Frink
Sep 2	Mon	<u>Miners' Day Parade (PC)</u>	Floyd Inman
Oct 6	Sun	<u>Mt Nebo Loop Fall Color</u>	Kevin Cowan
Nov 9	Sat	<u>End of Season Dinner</u>	

*Note: All details are final until changed.

Here's Robert (of red Sunbeam fame) Norcross' story of the Melbert Mini

THE MELBERT MINI

I've always loved the Mini. We had one when I was young and I used to work on it with my Dad and on my own. Mum would drive it too – often we ran it as a family car on trips to Cape Cod and to and from school. That Mini, sadly, is long gone (though the VIN tags are not ;)). Many years later, I found one at the MiniMan in Carp, Ontario.



“Dad, I think that I want a bash at the Mini. If you get rid of those wasps, I would like to try to enjoy my boring summer. -Rob P.S. It will give me somthin’ ta do.”

It may not have the storied history of the “Mormon Meteor” or the luster of the “McQueen Mustang”, but the “MELBERT Mini” has a story all its own. This little motorcar is more alike Chitty-chitty-bang-bang than anything and we’re glad that it’s ours! And 8 years after dropping her off for a light resto, we have her back! Let’s start from the beginning...



Many of you know the highlights of our Mini (Melissa & Robert = MEL-BERT), it is my first car that I had in high school, I met Melissa in it, we drove it around on many dates and drives to the NJ shore, it was our regular car and, like many similar tales, the demands of work and auto reliability put her in the garage and shed for a few years. Upon moving into our first home in Berlin, NJ, we decided to take it to be lightly restored by a gentleman in West Chester, PA. His shop, Mini Obsession, took on the project of a young couple just asking for “a new paint job and mechanical update”. NO PROBLEM, right??? Well, I said “take your time, we’re in no rush”.

Year 1 – My brother-in-law and I push the Mini onto his trailer with a Craftsman tractor (which is running far better than the Mini).



In the first few months there is some great progress. Stripped down, body work and prepped for paint. Decided to change the color (to feel like I got something new for the money). Tartan Red, looked terrific. Exciting start.



Year 2 – First email exchange. “How are things looking on the Mini? Just checking in.” To the reply, “I’m a bit tied up with some projects, I should have it done for you by the spring.” Spring was nice that year, but without the Mini.

Year 3 – We moved to NY. I ordered parts and sent them down. Email – “Hey there, just touching base. How are we looking?” Reply...“I don’t have much to report, I am aiming for it to be done for March.” I ask to myself “Which March?”

Year 4 – A bit of a blur, a few similar email exchanges. The comments from Melissa start to become rather sarcastic...“I’ll bet you he sold it.” I start to believe it. We drive down a few randomly ordered parts. There she is, looking shiny and parked indoors.



Year 5 – Checked in, reply, blah, blah. I see a red Mini for sale in PA on eBay, I get nervous – looks REALLY similar. Opened up the link, right hand drive – PHEW! Friends start suggesting that I ask for pictures with the newspaper in it showing the date – as if now its being held hostage!

Year 6 – We move to Utah. I send a message to let him know. No reply. I follow up with the same emails, “checking in” responded with... “a few updates”...wait, “a few updates”? Wheels are on; flares are on – choices to be made. I’m now thinking back to the “light restoration”, but heck, let’s go for it! We decide to replace a lot.



Year 7 – Radio silence through the holidays, “touching base” followed by “should be done for the spring”. Yup, sounds familiar. I join the British Motor Club of Utah. Now I’m REALLY motivated to get it back. I think friends in the club don’t really believe my story... but all give encouragement to just go get it and we’ll finish it up together.

Year 8 – I finally make the decision to step up the pressure to bring her home. Date is set to have her shipped out finished or not. Now I’ve got lots of people working on my behalf. My Dad graciously offers to go down to see it in person and set the plan to finish. Turns into what I believe was a scare tactic. Nonetheless, work is underway again. Engine in, interior in, front sub frame rebuilt, new steering wheel, even an air horn! On schedule, I go to see it. Either its almost done or it’s coming with me. Well, it was almost done. Took it for a test drive and she ran like new!

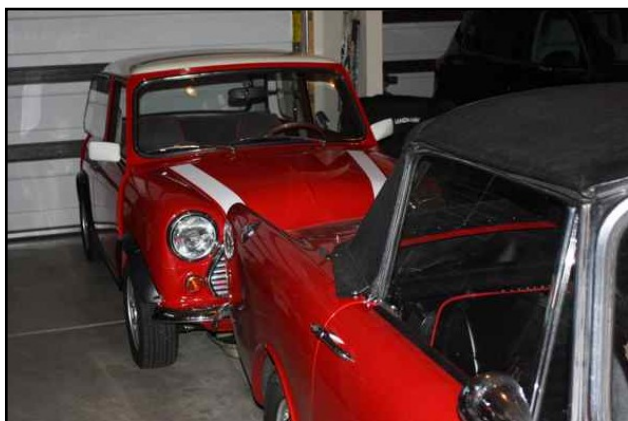




Well, here we are at the end of 2012. She's back! We couldn't be more thrilled. We've motored around, done some tuning and adjustments and final work (and I'll be calling on some of you to help me with carb and timing tuning too !) We love it. It's not perfect, but it's pretty darn good and, most importantly, its back in my garage with some friends.



So many to thank – though it took far longer than it should have, Frank did a great job. He was honest, helped out on some parts and took a lot of pride in his work. My Dad – a few drives to West Chester, a few direct emails from the “Godfather” of LBC’s and a final trip to go over were so much fun. My friends who kept me paranoid that it was in fact sold, yet encouraged me that it would return – thanks Tai, TJ, Robert M and John C. My BMC of Utah buddies – kept me encouraged in an oddly sarcastic way – especially Roger, Jill, Andrew, Rob & Paul – I’ll still need some help getting her tuned in right. My family who contributed so much to the memories that shaped her – driving to work with Mum, Jacquie and Mum driving home from the mall, driving to my HS graduation with John and Will and I booting between NJ and Ottawa, so many great memories. And most of all, Melissa, my co-pilot in cars and in life. She kept me positive and never questioned a step of the process or the decisions. The other half of MELBERT is as many agree, the better half. Thanks so much for reading our story – I can’t wait to see you all on the roads and if you see our bobble head mascot “Bulldog Bobby”, be sure to give a wave! Oh, and one lesson I have never repeated...NEVER tell anyone “take your time, we’re in no rush”!!!



If you'd like to see the history of the MELBERT Mini in pictures, visit the YouTube link: http://www.youtube.com/watch?v=aZGbyFe_gOg&feature=youtu.be



Merry Christmas, Happy Holidays, Seasons Greetings and "Cheers" to many, many wonderful drives in 2013!

Keep Motoring,

MELBERT Norcross

Please...

Send a write up and pictures of your interesting experiences in/with/or about your British vehicle to me, the editor, at robbfoye@gmail.com.

Done as a WORD document makes things easy for me.

...Thanks

Greetings to all:

Below you will find our club's 2012 financial statements. Although members' contributions are way down our expenses are also low. The net result is an increase in equity of some three hundred dollars.

Marty Van Nood

C of E

BALANCE SHEET

December 31st, 2012

ASSETS

Cash on Hand	\$5,258
Intangibles (good will)	\$5,000

Inventory:

Shirts(G) 650	
Decals 193	
Badges 348	
Brackets 75	
Fobs 311	
Pins 510	
Patches 172	
Shirts(T) 8	
	<u>\$2,267</u>

TOTAL ASSETS	\$12,525
--------------	----------

LIABILITIES & EQUITY

Member's Equity	\$12,525
-----------------	----------

INCOME STATEMENT

REVENUE

Member's Contributions	\$140
Merchandise Sales	\$364
VTR refund	\$50
Interest Income	<u>\$0.45</u>

Gross Revenue	\$554.45
---------------	----------

EXPENSES

Operating Expenses	
VTR insurance	\$100
Administration	\$68.75
Total Expenses	168.75

Profit (loss)	\$385.70
----------------------	-----------------

The question has long been asked:

**“Why are those backwards suicide doors
on so many British cars?”**

Answer on next page.

Spring Maintenance Seminar

Jeff Thurmond presented a seminar at BMW –Triumph Motorcycles of Utah on Saturday, March 2 on the subject of “Spring Maintenance.” Motorcycles and our LBC’s have a lot in common as wheeled, mechanical objects running on gasoline and spending most of the northern Utah winter in hibernation.

Jeff (who provided a printed handout so I didn’t have to take notes while listening to his information and eating the complimentary sandwiches, cookies, coke etc) elaborated on the outline below.

Checking your service history

Wear related—brakes, tires, seals...

Mileage related—oil, fluids, valves, spark plugs, filters...

Time related—with some overlap with mileage; brake fluids, coolant, oil, battery...

Jeff went into detail on tires, especially checking for signs of wear and/or deterioration, pressure etc. Fluids were covered, including fuel, engine oil, transmission oil, clutch and brake fluids, and coolant. Gasoline, especially the 10% ethanol peddled now, adds new issues for vehicles in storage. Jeff discussed fuel stabilizers. Batteries in winter and their fluids in lead-acid ones can be fun coming out of hibernation. Check all the lights and horn.

Jeff also covered non-vehicle items like tire repair kits, flashlight, tire gauge, maps, first-aid and papers.

This is just a brief synopsis of the content of Jeff’s seminar. If anyone would like a copy of his handout let me know.

-editor

Lucas Calendar

February 16, 2013: Planning Dinner.

March 17, 2013: Lunch and then drive, MacCool's, Paul Jaroch

April 13, 2013: Once Around the Lake, Paul Jaroch

May 18, 2013: Antelope Island Run, Kimberlee Owens.

May 25-27, 2013: Memorial Day Run, Steamboat Springs, CO, Jim Stover

June 15, 2013: British Field Day, Liberty Park, SLC, Jon Hermance

July 2, 2013: Eaglewood Show North Salt Lake, Bruce Oblad

July 14, 2013: Trappers' Loop Run, John Progress

August 17, 2013: Alpine Loop Run, Drew Frink

September 2, 2013: Miners' Day Parade, Park City, Floyd Inman

October 6, 2013: Mt. Nebo Loop Fall Color run, Kevin Cowan

November 9, 2013: End of Season Dinner

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 robbfoye@gmail.com

British Motor Club of Utah

Salt Lake City, Utah

**Suicide doors are for picking up girls.
Being debonair in an open two-seater
while wearing a cool hat helps too.**



Triumph 1800