

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

BRITISH MOTOR CLUB of UTAH

www.BMCUTAH.org

March 2015

Volume 26 Number 3

New Plans for 2015

As a result of our fabulous and well attended Planning Dinner and delicious potluck we now have a pretty well defined calendar of events for the 2015 driving season. For several members, the driving season included the pot luck at the Unitarian Church where we had a good representation of LBCs. BMCU Governor General, Jim Stover, led the open discussion and show of hands democracy.

Here's the current calendar of events:

MARCH 15: St. Patty's Day Social –MacCool's in Foothill Village—11am Sunday.

MARCH 28: Eureka/Tooele Drive: Leaders Roger & Jill Davis.

APRIL 11: Once Around the Lake Run: Leader Paul Jaroch.

MAY 2: Chalk Creek Canyon and Lincoln Hwy: Leader Rob Foye.

MAY 23: Kanab Memorial Day Tour: Leader Jim Stover and Roger & Jill Davis.

JUNE 20: British Field Day (BFD) Liberty Park, SLC: Leader Jon Hermance; Setup JUNE 19.

JUNE 27: Fairview Drive: Contact Doug & Peggy Wright.

JULY 2: *Eaglewood Festival of Speed car show: Bruce Oblad, Thursday.

JULY 12: Monte Cristo & Garden City Drive: Leader Larry Farrington, Sunday.

JULY 24-25: *Peach Days car show:

AUGUST 8-14: *Speed Week—Bonneville Salt Flats:

AUGUST 15: Alpine Loop Run and BBQ: Leader Drew Frink Cooks: Roger & Jill Davis.

SEPTEMBER 7: Miner's Day Parade and Picnic (Washington Park near East Canyon Golf Course).

SEPTEMBER 12-15: *World of Speed –Bonneville Salt Flats.

SEPTEMBER 20: Hobbie Creek Canyon Drive: Contact ? Sunday

OCTOBER 10: Fall Color Tour—Wolf Creek Pass: Leaders Roger & Jill Davis.

NOVEMBER 7: End of Season Banquet Location TBD: Leader Jim Stover.

* Events marked with an asterisk are NOT BMCU events but may be of interest and are provided for information only.

Pre-St. Paddy's Day BMCU season warm-up.

Once upon a time the British Motor Club of Utah would start its driving season by participating in the Hibernian Society's St. Patrick's Day Parade in downtown Salt Lake City. Then evil spirits (banshees?) put an end to that. So...

Mid-March being what it is, or can be, an indoor event with the possibility of a run has been identified as a good way to start the driving season before it's officially spring.

MacCool's Public House in Foothill Village has proven to be a most welcoming and pleasant venue for our group in years past with good food and refreshments. The BMCU will rendezvous at 11am (when MacCool's opens and they don't take reservations) on Sunday March 15.

Hopefully the weather will cooperate and we can have an unofficial mini car show at the Foothill Village Shopping Center.

What's green and
sits in the sun?

Paddy O'Furniture

A few green adornments on the LBC's
would be nice. BRG perhaps?



Be sure to dress
appropriately
for the Occasion!

Eureka (You-ric'-a) Run Saturday March 28th

OK, now you can really call me crazy, but with the weather we've been having, I just couldn't pass up a driving event in March.

It has been FIVE years since we had this cruise, so it isn't new, just an oldie that many folk liked. It's the Eureka Gold Run III. The last time we headed this direction was back in 2010 when Duff led our fearless group "up the hill" to Eureka.

The date of the Run this year is March 28th. That is just about as late in March as I could make it. Bundle up if the weather is chilly or spread on the sunscreen if the weather continues to warm.

We will meet at in the parking lot on the north west corner of 12600 South and Redwood Rd at 10am for a 10:30am departure. The route will take us along the west side of Utah Lake and its cool, winding road. In Elberta, we will turn right and head up the hill to Eureka. There is a small burger joint there or you can pack your own lunch. Will the Elks Club be open then?

After checking out Eureka, there is a cool museum and neat, old buildings, you will have a choice as whether to continue on down the hill, making a right onto Hwy 36 and north to Tooele, or returning to SLC the way you came up.

-Roger Davis



Eureka was founded in 1870 when ore was found. The TINTIC Mining District was established in 1869 (named after a Ute Indian Chief named Tintic). In 1871 the first permanent buildings were built and a school was built in 1881. Eureka was known as one of the quietest mining towns in the west and in 1910 it was the 9th largest city in Utah with a population around 3500. Between 1930 and 1940 most the mines closed down because of water and low prices. The last major mine closed in 1957.

I think we should check these "facts" at the
Eureka museum.
-ed.

Some other things...

Just a quick note from Drew Frink our webmaster:

If you know of any club members who are not receiving emails on the email list (bmcu-members@googlegroups.com) please have them get hold of me directly (bugeye@drooartz.com).

We do have some members that are on the list but have opted not to receive emails -- this may be intentional as you can just read the messages on the groups site, but this may also be in error. I can reset those, and can also invite any folks who are not on the list.

Please let Drew know if you or anyone you know needs help with this. We want to make sure we're able to reach all the club members.

The BMCU is looking for a person to step in and handle the **Quartermaster** duties that Paul Jaroch has been doing so well for the past couple of years. The light duties include being in charge of BMCU regalia such as shirts, key fobs etc. and tracking the monies involved.

Paul can fill you in on the details (bughous@msn.com).

Some other activities that are being discussed or worked on and/or considered include a **Go Kart event** at Miller Motorsports Park; and also a **Pinewood Derby** type event possibly held in association with British Field Day. Stay tuned to your email and Newsletter for possible new information.

As BMCU Newsletter editor, I'm always on the look out for **items of interest** to our BMCU members for inclusion in our newsletter. Anything related to British automobiles, yours or someone else's, would be suitable.

Of course you must email them to me first: robbfoye@gmail.com

Of particular interest are things directly related to you, our BMCU members, and the world of LBCs. Have you done a project on your LBC? Maybe engine or power train related? Maybe suspension or steering related? Maybe restoration or bodywork.

Maybe you discovered a way to have a cup holder in a TR4?

We want to share in your love affair with your British vehicle!

(Or at least your love/hate relationship)

The request for Newsletter substance applies to BMCU ladies as well! Please contribute what you feel would be good in the newsletter. You pick the subject—direct it at the BMCU members in general or, if you want, direct it at the women of our organization. Thanks in advance for your email: robbfoye@gmail.com

Bare metal redo of 1965 Triumph TR4 by Rob Foye

1965 TR4 purchased in 2003 at our church yard sale.

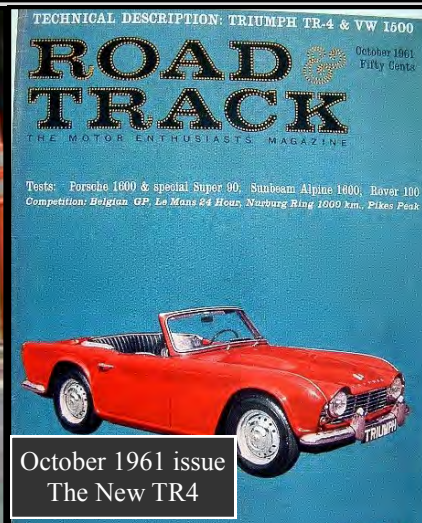
My son driving at 2006 BFD; he just got his learner's permit and this was his first time with a clutch.

Various BMCUers present at BFD egged us both on.

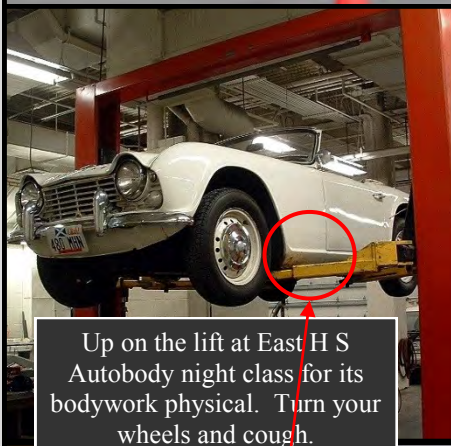


BEFORE

2006



October 1961 issue
The New TR4



Up on the lift at East H S Autobody night class for its bodywork physical. Turn your wheels and cough.



Typical rust all around body.



AFTER

2009

Windscreens are easy to remove. This is the windshield from hell when reinstalling with new rubber. It took several beers and lots of time and effort for Jon H. and I to get this puppy back in the frame.



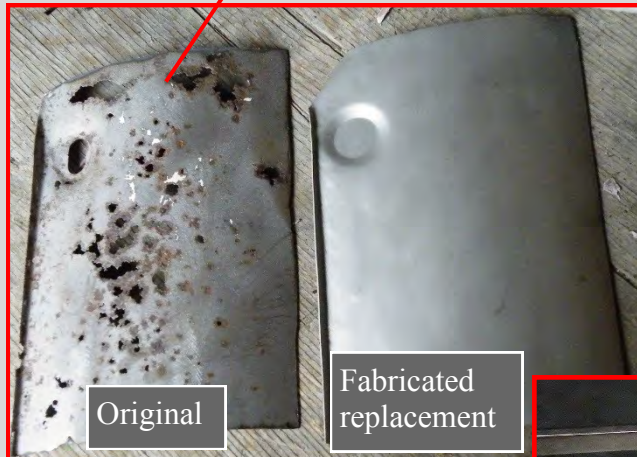
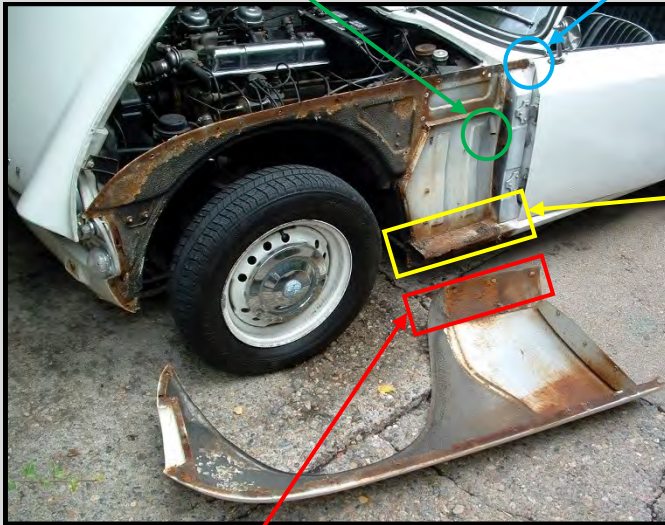
This is what the above metal looked like when stripped. See photos next page for repair.



Both kids learned stick shift on the TR4



Water supply line from scuttle to keep your rust hydrated. There's one just like it on the other side as well. Also supplies dirt, debris, pine needles, and nesting materials.



Being a thrifty Scot... fabricating the sheet metal replacements myself for these small sections was a good way to go. Triumph replacement body panels tend to be more expensive than MG.

The "Iron (Fe) Cycle"

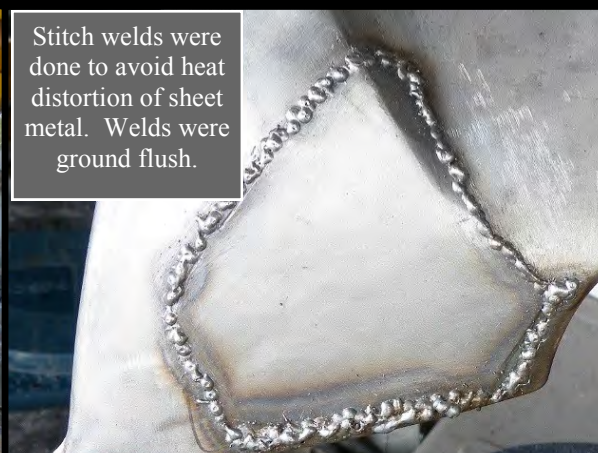
1. Iron ore becomes steel
2. Steel becomes sheet metal
3. Sheet metal becomes LBC
4. LBC becomes iron ore.



Positioned for welding.



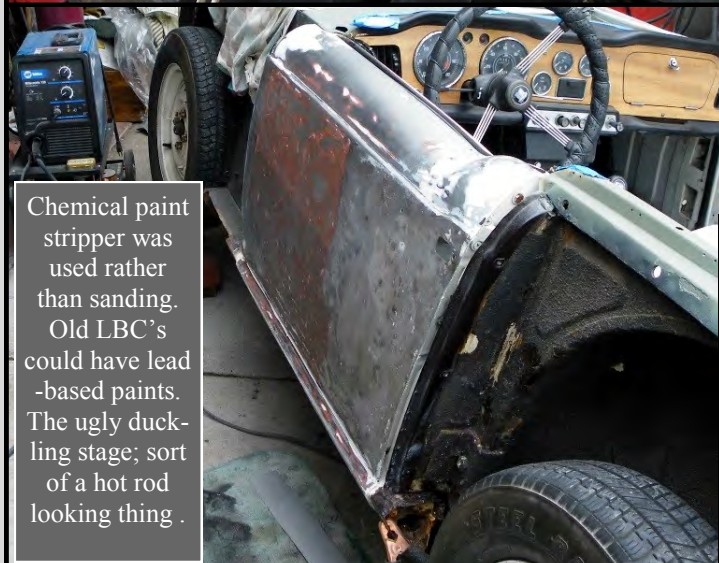
Rusted out completely due to bad undercoat, new compound curve metal was made to fit and positioned for MIG welding. (Right side, front wing, front)



Stitch welds were done to avoid heat distortion of sheet metal. Welds were ground flush.



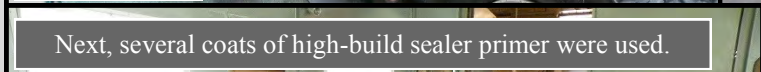
(Right side, front wing, behind wheel) Similar rusted out section replaced.



Chemical paint stripper was used rather than sanding. Old LBC's could have lead-based paints. The ugly duckling stage; sort of a hot rod looking thing.



After full paint removal a self-etching primer was used.



Next, several coats of high-build sealer primer were used.



Several coats of single stage DuPont Imron paint was the top coat.

TR4 in paint booth on jack stands to raise the car so the paint gun can get to the lower side of the rockers.



The END

Chris Bowerbank is restoring his '73 Spitfire 1500

Chris Bowerbank (Lehi, UT) responded to this editor's plea in last month's newsletter for pictures and articles about LBC projects of BMCU members. Not only are there pictures here but Chris has a great blog with a complete and detailed history and progress on the restoration!

His blog is: <http://73spitfire1500.blogspot.com/>



S
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1500



For more photos and information check out Chris' blog <http://73spitfire1500.blogspot.com/>
Chris also has a '66 Spitfire MKII that will be next: <http://66spitfiremk2.blogspot.com/>

Thank you Chris.

Lucas Calendar

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July 12: Monte Cristo & Garden City Drive: Larry Farrington.

**August 15: Alpine Loop Run and BBQ: Drew Frink Cooks:
Roger & Jill Davis.**

September 7, 2015: Miner's Day Parade, Park City, Drew Frink

September 20: Hobbie Creek Canyon Run

October 10: Fall Colour Tour—Wolf Creek Pass, Roger & Jill Davis

November ?, 2015: End of Season Dinner TBD, Jim Stover

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

Salt Lake City, Utah

From the May 2010 BMCU Newsletter...

You'll need a good memory for the last time the club went on the Eureka (Eu-ri'-ca) Gold Run, because it was 1998! This year we will resurrect that trip on May 15th. You may want to bring a warm jacket for this trip because if your going topless (ok, I'm talking about without convertible roof) we'll be going over a fairly high pass, about 6,500 ft) and it may be a little chilly....

The BMCU did the run again on May 15th 2010.

Who
needs
Google
Maps,
Garmin,
GPS etc.
when you
have a
trusty
Touring
Map!

