

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

# BRITISH MOTORCYCLIST

www

POST-ST PADDY'S BRUNCH  
SUNDAY MARCH 20; AT 11:00 AM.  
MACCOOL'S IN FOOTHILL VILLAGE

March 2016

Volume 27 Number 3

## CALENDAR OF **BMCU** EVENTS 2016 DRIVING SEASON

- Mar 20 St Patty's at MacCools – Sunday event - Jim Stover**
- Mar 26 Eureka – Roger & Jill Davis (Run INFO to follow)**
- Apr 16 Fairview/Price/Helper\* New event – Doug & Peggy Wright**
- May 14 Chalk Creek – Rob & Mary Foye**
- May 28 Memorial Day Tour to Montpelier, ID – Jim Stover, Roger & Jill Davis**
- Jun 3-5 Rallye Glenwood Springs – Non BMCU event – Bob Jahnke**
- Jun 18 British Field Day – Jon Hermance**
- Jun 21 Great Race – This is a TUESDAY – Keith Mott**
- Jun 27 Gathering of the Faithful – Redmond , OR – Jon Hermance**
- Jul 1 Logan Cruise in and car show New event - Keith Mott, Roger & Jill**
- Jul 1 Festival of Speed Car Show – Non BMCU event, Bruce Oblad**
- Aug 21 Hobble Creek & Picnic – Sunday event – (needs a leader!)**
- Sep 5 State Street Cruise - Decorate your Car – Marty Van Nood**
- Sep 17 Alpine Loop & BBQ in South Fork Canyon – Drew Frink**
- Oct 1 Fall Colour Tour – Monte Cristo – Donna & Pat Rich, Roger & Jill Davis**
- Nov 5 Year End Banquet – Jim Stover – Location TBD**

You are invited to add Tech Sessions and Impromptu events at any time.

## Planning Dinner

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## Our only Meeting of the Year!

BMCU had a good crowd with good ideas and suggestions at the 2016 planning Dinner.

The Pot-Luck dinner provided a wide choice of items from main course to dessert. It was a good setting for socializing and planning for 2016.

The current BMCU Officers have agreed to continue their duties for 2016 and were duly reelected by voice vote.



Thanks to all who volunteered to be a group leader/organizer for a club event.



The 2016 driving season will be a fun time.



# Fun Tech Session with lots of Triumphs, including an Atlas delivery truck

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Doug Jensen, a recent arrival to Woodland UT (aka Kamas) from Kentucky, invited the BMCU to get out of hibernation tech session at his place. His friend, Mike Roe, was in town that day as well. Doug and Mike are very knowledgeable on LBCs.

Lots of Triumphs: a Stag, TR3, TR7 (note Mitt Bowen another TR7 fan) TR8 and a Standard Triumph Atlas delivery. Thanks Doug for the tech session at your place. The pizza was great too.

-editor



**MOSS**  
MGB-96

# MGB/MGC

PARTS & ACCESSORIES

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SPRING/SUMMER 2016

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Larry Farrington's sharp eye caught our BMCU members (Donna and Pat Rich from Ogden) photographed in front of the SLC cultural landmark - Randy's Records on 9th South.

## Not British, but Motor Club of Utah The “Mormon Meteor”



**Do you remember seeing the “Mormon Meteor” downstairs in the Utah State Capital long ago?**

The Ab Jenkins' (former Mayor of Salt Lake City and speed record holder at Bonneville) 1935 Duesenberg just won BofS at the Arizona C d'E. I think Ab Jenkins is the only Mayor of SLC who ever drove a cool car. Ab Jenkins and the car parted ways in 1945. The car was auctioned in 2004 for \$4.45 million.  
See: Hemmings Motor News, Jan 27, 2016.





The **BMCU** picnicked at 9500' last year at Wolf Creek Pass. The highest point in England is Scafell Pike at only 3208'. Even including Scotland with the highest point in the UK, Ben Nevis, is only 4409'; that's 200' lower than the street gutter in front of my house.

We're all well aware that elevation affects carbureted engines, but it also affects cooling and radiators.

Newer cars have pressurized cooling systems. Pressure affects the temperature at which water/coolant mixture boils. The higher the pressure the higher the boiling point. A 7 pound pressure cap is supposed to keep the system pressure 7 pounds above the ambient outside air pressure.

Older cars, e.g. MG "T" series among others have cooling systems that are not pressurized - basically tea kettles.

The coolant (antifreeze) used increases the boiling point of the coolant plus water. This allows the engine to run hotter without boiling over - up to a point. The pressurized coolant systems can run at a higher temperature.

It's not just about boiling over. That higher coolant temperature allows a radiator to run more efficiently and remove more heat than from the same radiator run at a lower temperature.

In Utah our high summer temperatures coupled with traffic results in high ambient air temperatures passing through the radiator. Heat transfer from the radiator to the air passing through it is largely dependent on the temperature difference between the ambient air and the radiator temperature. Our LBCs operate at lower engine temps than newer cars, hence they suffer at high air temps.

Something else that sometimes is not appreciated is that gasoline boils (think vapor lock) at lower temperatures with higher elevations too. Gasoline is a soup of many different hydrocarbons each with its own boiling point.

For air pollution reasons, refineries have to produce summer and winter formulations of their gasolines. The winter formulations vaporize better at lower temperatures.

Also our LBCs from before the air pollution regs often have vented tanks. That last tank of summer gas can evaporate the light ends of the gasoline soup while it over winters. Then that first-time start on a cold/cool spring morning can be a bit tough.

## Approximate Boiling Temperatures of Water at Various Altitudes\*

Altitude	Temperature
Sea Level	212°F
2,000 ft. (600 m)	208°F
St George 2600'	207°F
Salt Lake Valley 4300'	204°F
5,000 ft. (1,500 m)	203°F
7,500 ft. (2,300 m)	198°F
Wolf Crk Pass 9500'	194°F
10,000 ft. (3,000 m)	193°F

The beautiful rolling hills of England, near sea level, with cool temperatures, high humidities (humidity affects radiator efficiency), and often a rain spray bares little resemblance to Utah with triple digit temperatures, single digit humidities, and long, steep grades at high elevations.

Strange and wonderful things can happen when so many different variables come into play. Our LBCs don't operate under the conditions where they were originally designed.

**Any thoughts or rebuttals? Let me know, we'll get you in the newsletter.** -editor

\*Table adapted from Thermoworks.com

## Lucas Calendar 2016

**February 6: 2016 Planning Dinner, Roger and Jill Davis**

**March 20: St. Paddy's at Mac Cool's, Jim Stover**

**March 26: Eureka, Roger and Jill Davis**

**Apr 16: Fairview/Price/Helper, Peggy and Doug Wright**

**May 14: Chalk Creek Run, Rob and Mary Foye**

**May 28-30: Memorial Weekend Tour, Montpelier, ID, Jim Stover.**

**Jun 3-5: Glenwood Rallye, Bob Jahnke**

**Jun 18, 2016: British Field Day Liberty Park SLC, Jon Hermance**

**Jun 21 Great Race – This is a TUESDAY – Keith Mott**

**Jun 27 Gathering of the Faithful – Redmond , OR – Jon Hermance**

**Jul 1: Logan Cruise in and car show New event - Keith Mott, Roger & Jill**

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**Sep 17: Alpine Loop & BBQ in South Fork Canyon – Drew Frink**

**Oct 1: Fall Colour Tour – Monte Cristo – Donna & Pat Rich, Roger & Jill Davis**

**November, 2016: End of Season Dinner, TBD**

**Don't forget impromptu events too.**

**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!



A note from a great long-time BMCU member, club officer, Board member, owner of a Very Little LBC, and all-round good guy.

Remember Duff, you're in Oregon now, no more pumping your own gas (no running with scissors either). Duff has graciously offered to remain on as a board member.

-editor

### BMCU Members -

It takes a lot of work from a very dedicated group of people to make a car club, or for that matter any club, work. We have been lucky in the British Motor Club of Utah to have some of the very best! People that really want to see the club succeed and are willing to donate of both their time and finances to make the club viable. This dedication is what makes the BMCU stand out. The members are always willing to help and it makes the job of being a club officer so much more rewarding.

I am grateful to all of the members that I have met through the club in the 25+ years that I have so far been a member. I missed the very first club event, the Alpine Loop drive that year, but I was a member by the third event. I have really enjoyed my time with the club as a member, as Governor General and as a Board Member. One of the first jobs that I took on was designing the club patch, the one we still use today.

So it is with some sadness that I have permanently joined the British Motor Club of Utah, Oregon Chapter. This past summer I bought a piece of property with frontage on the Little River and a nice garage (28 1/2' by 53') in Glide, Oregon. There is not much of a house... but I'm a sucker for a big garage! It's a little east of Roseburg in the southern half of the state and I have completed my multiple trips of moving.

I hope the future will bring me back to Utah to visit, in a British car, of course, but I'm not sure when. However if any of you will be traveling out this way, please stop by; 761 Little River Road, Glide, Oregon, 97443. Thanks again for a great club, great members, great friends and great memories. I hope to see you.

**Duff Lawson**