

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

British Motor Club of Utah

www.BMCUTAH.org

November 2013

Volume 24 Number 11

END OF SEASON DINNER **BOHEMIAN BREWERY AT 94 E. 7200 S.** ***6:30PM SATURDAY NOV 9, 2013***

We have a 6:30PM reservation, upstairs, ordering off the menu, separate checks, at the Bohemian Brewery, on November 9. The Bohemian is at 94 East 7200 South in Midvale. This is just EAST of State St., on the South side of the street.

Easy to reach off the 7200 South exit of I-15.

Everyone had a great time at the Bohemian last year. The food, company, and conversations were great. Don't miss it this year!

BMCU End of Season Dinner 2012
Upstairs at the Bohemian



Bohemian Menu on next page...

Or, follow this link to the Bohemian website and menu...

[http://www.bohemianbrewery.com/
Bohemian Brewery & Grill/Menu.html](http://www.bohemianbrewery.com/Bohemian_Brewery_& Grill/Menu.html)



There's something here for everybody!





The Fall Colour Run began early at 90th South and Redwood Rd.

Page 4 SL Valley-east of Utah Lake-Goshen Canyon-Nephi-Nebo (No I-15)



BMCU at the Bear Canyon picnic area.



The LBCs bring a lot of colour to the fall colours



Yellow MG TD



Skyblue 1968 TR 250

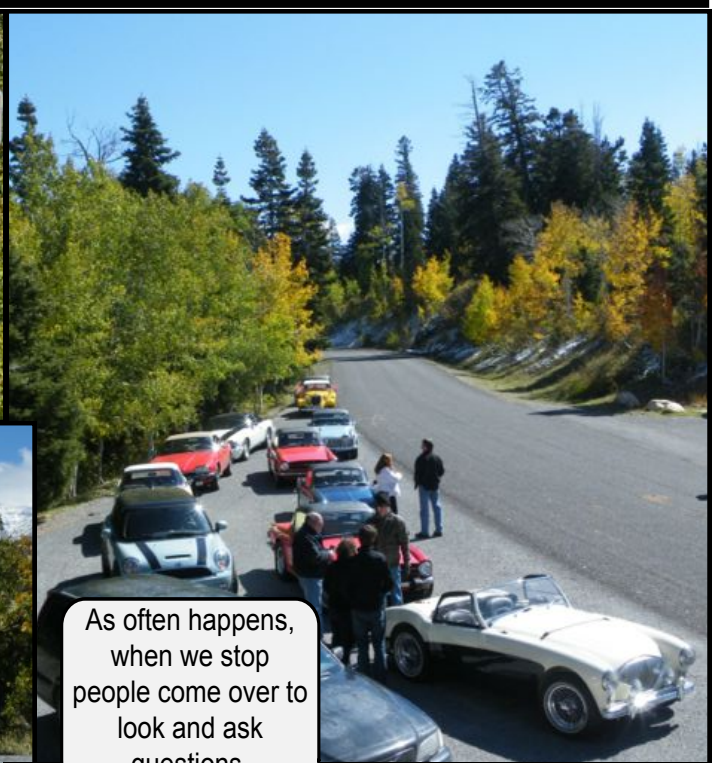


Spitfire Mk3



1974 Jensen-Healey





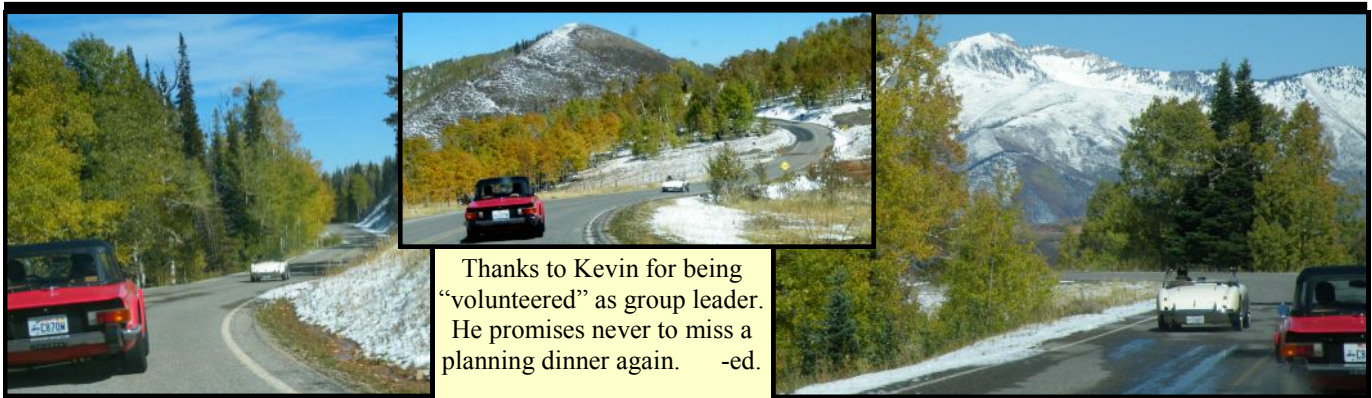
As often happens,
when we stop
people come over to
look and ask
questions.



Mt Nebo reaches 11,928'



Everyone got to pick their own route home.



Mount Nebo Fall Colour Tour 2013

21 people and 12 Cars braved the elements to do the 2013 Mount Nebo Fall Colour Tour and were rewarded with some spectacular driving and some winter white to go with the fall reds and browns. The traffic through Utah County was light thanks to the goings on near the temple, and, outside of a little snow on the summit the roads were in great shape.

Many in the group commented that they hadn't driven these roads before and were awestruck by the fabulous sports car road that wound through Goshen Canyon and the natural roller coaster that is the Mount Nebo Loop Road. What a great way to end another epic BMCU driving season, thanks to everyone that helped make this year such a successful one. Participating* in this tour were:

Driver	Passenger	Car
Jim Stover	Linda	TR6
Jerry Bletzacher	Joseph Chaston	MG-TD
Richard Weyland		TR-250
Dave Christensen	Ron Christensen	MGB
J Jennings	Kay Jennings	XJS
Dave Spendlove	Anne Spendlove	Spitfire Mk3
Rob Foye	Mary Foye	1994 XJS
Larry Farrington	Margaret Farrington	1976 TR6
Ron Jensen	Kathy Jensen	1974 Jensen Healey
Roger "Hot Rod" Davis	Jill Davis	1966 Sunbeam Alpine
Paul Jaroch		Mini
Kevin Cowan	Arctic Winter	1956 Austin Healey 100M

*1 thousand apologies for any names I misspelled.

-Kevin Cowan



**By Roger Davis and
Rob Norcross**

Well, if you've ever been driving your LBC at cruising speeds listening to a motor working at greater than 4000 RPMs and seeing your friends disappear into the distance, you're not unlike Roger Davis and Rob Norcross – two Utah Sunbeam "Alpiners". It's not that the Sunbeam Alpine doesn't perform adequately or that the driving experience isn't enjoyable. Rather, in as much as R&R have enjoyed the Alpine capabilities and tuned/ serviced them for regular driving, they both had a "5th gear twitch" as high speeds approached. This year, they both contemplated an upgrade to solve that "twitch". Here is their experience transitioning to the Laycock Overdrive unit...

What led you to consider an upgrade in your gearbox?

(Roger) I had the classic "under-drive illness". For over 10 years, I had attempted to shift my four speed transmission into a non-existent 5th gear. I had been depressed that I had to run the engine hard just to make the minimum freeway speeds. I hate to over rev the engine to reach modern day speeds. I tried not to take any multi lane roads so that I could keep up with the traffic. This was the best cure for the frustration of not being able to keep up.

(Rob) We both have the stock 1725cc motor and they run well. Reliable, adequate power, but it left us wanting more on the open road. I have the 3.89 rear differential and Roger's is the 4:22 so we did expect that it would have a different impact, but there was still a desire to transform and broaden the use of the car comfortably. Not to mention, I was working mine pretty hard with my spirited driving. This seemed like a good option to consider given the experience we had heard about.

What options did you consider?

(Rob) I considered and researched a 5 speed conversion. There are a number of options out there that use Ford and Toyota gear boxes that compliment the



Alpine set up really well. They require a conversion kit, that is sold out of Australia and New Zealand, to match them to the motor. That was probably the option that was most seriously considered. It seemed like some modification requirements that I didn't want to do though. Oh, another option was going with a modern, convertible, 5 speed car (NO WAY!).

(Roger) I had thought about a couple of remedies, just like Robert. One, which was viable, was to replace the 4 cylinder motor with a V-6. This conversion has been done many times with Alpines, so I would not have been breaking any new ground. There is a plethora of information regarding this on the internet.

Why did you go with an overdrive unit rather than a 5 speed conversion?

(Roger) I was not keen on paying a bunch of money for a system that may have troubles. I have adequate horsepower, so the V-6 direction didn't hold any additional draw for me. The 5-speed direction had several potential areas that could cause trouble and I was not looking for additional work on the Sunbeam, rather I wanted to drive it. When the Over Drive set-up came available, it was pretty much a no brainer decision. **Purchase what the manufacturer had as an option for the vehicle when it was new.** It was basically a "bolt in" operation. No trimming, or sourcing of parts to make it work, and NO MODIFICATIONS TO THE VEHICLE. I did not want to slice into the

body.

(Rob) Roger and I may have similar or different reasons, not sure. I know for me, I liked the operation of an overdrive in other LBC's and I didn't want to get into too many modifications, especially to the tunnel. The overdrive units that became available were stock to the car, fit with existing set up and were from a reputable and helpful source in the UK. For me, it fit my needs really well.

Did you have any reservations?

(Rob) Sure. The car ran really, really well. Any time you mess with something that isn't a problem, you are concerned that you might have "messed with a good thing". Like every other LBC owner, we spent a lot of time working on reliability, leaks, noises, fixes and replacements. Once you have it in a good place, it's a bit nerveing to change it – especially with a higher cost upgrade.

(Roger) Reservations? Plenty of them. This was NOT a knee jerk reaction. Even before I met Robert, I had been researching, trying to find some way to keep my revs down at highway speeds. Of course, Jill, being my crew chief when we race, had her say in the matter as well. Basically she was in favor of what I wanted to do as long as it did not compromise the reliability that we had worked so hard to achieve. Sure, there are always going to be gremlins that pop up, (loose condensers, peeling gas tank lining, etc) but that is part of the enjoyment that we have driving our cars; not knowing what may break or wear out next.



Photos by R J Davis

Where did you find an overdrive unit for a Sunbeam Alpine...let alone 2?!?!?

(Rob & Roger) There is a gentleman, Jeff Howarth, in the UK who partners with a rebuilding expert, John Rosenby, to supply rebuilt overdrive units to people like us. They were really helpful and included everything needed for an install – not to mention 3 day shipping from the UK to Utah! Jeff also frequently reached out for updates and pointers on installation and use. The Sunbeam Alpine Owners forum members also provided thoughts, pointers, advice and feedback which was indispensable.

What did you need to change on the car when you were installing?

(Rob) Well, the overdrive unit came with the gearbox and longer tail shaft assembled. We had to transfer over the existing bell housing and fittings. Because the overdrive assembly is longer than the tail cone, the supplier also included a shorter driveshaft. We replaced the front yoke in addition to u-joints while we were at it. There is a specific speedo for overdrive units and a longer speedo cable. All included. We also had to wire up the overdrive column switch and relay – both very simple and straight forward. This time around for me, while the tranny was out, I took the opportunity to change the pilot bearing, release bearing, check the flywheel (it was fine) and had the clutch and friction disk rebuilt. The clutch was done by Six States in South Salt Lake and it was well worth the \$50.

(Roger) - This was a huge part of my making the decision to purchase the overdrive. Nothing needed to be changed. Again, this unit was a manufacturer option at the time.

How would you describe the installation?

(Roger) - Robert and I had originally planned on doing the swap ourselves, but I know that I was very anxious to have the O/D installed. We both kind of independently came up with the same thought about having a professional do

the installation to save us time and our backs. So I agree, the installation was very easy. Take the vehicle and the O/D unit to the transmission shop, wait a day, go back to the shop, write a check and drive away. Simple! I also took this opportunity to have my tachometer and speedometer rebuilt and recalibrated.



Photo by R J Davis

(Rob) In all fairness, we didn't do the final install, so I'd say it was VERY easy :) They did remove the motor mounts, disconnect the throttle linkage, remove the exhaust mounts and drop the motor on an angle to get the longer, taller overall unit it. After that, it was a matter of wiring and connecting the shorter driveshaft. (POST INSTALLATION NOTE: After my install, I did have an issue that I resolved with the seller in the UK. However, it meant removing and reinstalling. I did the removal on my own. Learning note - I learned this is very much a 2 person job. It beat me up pretty good. Upon reinstall, I was glad to know that I replaced all of the clutch parts even though they were in good shape. This is because I never want to remove them again by myself!!

So, the big question –**What is the performance outcome?**

(Roger)

Speed	Non OD RPM	OD RPM
50	~3120	~2500
55	~3500	~2730
60	~3800	~3020
65	~4000	~3200
70	~4300	~3500

(Rob) Well, my 3.89 performed with the following estimate specs:

Speed	Non OD RPM	OD RPM
50	~2700	~2300
55	~3000	~2500
60	~3300	~2600
65	~3600	~2700
70	~4000	~3200

Rob's Alpine "Red Rider"

1967 Sunbeam Alpine

1725cc motor w/ Weber carbs

3.89 differential

Cardinal Red

Roger's Alpine "Yellow"

1966 Sunbeam Alpine

1725 motor W/ mild cam

4.22 differential

"Sunny" Yellow

And so what is your overall review on the overdrive conversion?

(Roger) The day I received my Alpine back from the shop, I think I must have contacted Robert a dozen times with this simple message. "OMG." The O/D in Yellow makes it a whole new vehicle. I am now able to cruise WITH traffic and not be a rock in the stream. I think it was Drew that pointed out to someone on one of our tours, that "he has plenty of power, it's the gearing that prevents highway speeds." That pretty much sums up the situation I had. I could drive at 50-55mph, but anything faster than that had the motor rev-ing high and making a lot of noise. So, my review of the O/D unit thus far is: I'm very glad I spent the money. It is making driving Yellow much more enjoyable. It is a completely different vehicle now, with the Over Drive transmission.

(Rob) One word..."Amazing". I had heard others describe how it transforms how the car is used and they were right. I think either option, or doing a full "Alger" conversion, would also accomplish that and maybe more, but this comes down to preference I think. Either way, "Red Rider" keeps up very nicely with modern cars on country roads or freeways. I couldn't be more pleased with the result and would encourage anyone to consider an overdrive unit if it is available for their application. Even after having to remove and reinstall, it was still worth it.

SO THE BIG QUESTION...How did it perform in your first club drive?

(Roger) The Fall Colour Tour was the first Club event for me with the O/D and I must say, the drive was incredible! I guess I felt so comfortable driving at speed limit rates, for a change, that I heard grumblings from the same people that used to call me Turtle, now saying I was Hot Rodding. The Yellow Alpine performed flawlessly on the Nebo Loop drive. The car is so much more enjoyable to drive now, it is almost indescribable. If you want more details, please just ask either Robert or myself. We'll give you a detailed description. We are looking forward to the Memorial Day

Tour to Bryce for our first long distance drive. Then there is a Sunbeam convention in Colorado Springs, CO a bit later in the Summer.

(Rob) My first drive will be in the spring...so I'll wait to hear what the other members' reviews are as the Triumphs, Healeys and Jags don't see us fading in their rearview mirrors :)



Photos by R J Davis



Trivia: The system was devised by a Briton, named Captain Edgar J de Normanville (1884-1968), through a chance meeting with a Laycock Products Engineer. Per Wiki...

Impromptu Sunday drive to Taggerts, Oct 27.

Kevin Cowan and Gary Lindstrom organized a Sunday drive to take advantage of gorgeous weather for late October. It began at Hogle Zoo then up Emigration Canyon on to Wanship, Coalville, and then to Taggerts.



Sadly...
I didn't get
photos of
every car.
—ed.



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, Kimberly 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, Larry Farrington

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

October 5, 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 the editor: robbfoye@gmail.com

British Motor Club of Utah

Salt Lake City, Utah

We'll see you at the
End of Season Dinner
November 9, 2013

Remember: IF YOU CAN'T FIX IT WITH A HAMMER, YOU'VE GOT AN ELECTRICAL PROBLEM.