

JANUARY IN THE BLEAK MIDWINTER... 2013

2013 Driving Season Pot Luck Planning Dinner

The BMCU annual pot luck planning dinner will be on **Saturday, February 16, 2013**, from 6 pm until 10 pm in Rooms 102/103 at the Columbus Center. The Columbus Center is where we have held the planning dinner for the past two years.

Bring your favorite dish to share.

Our planning will of course involve the events we as a club want to participate in.. Bring your ideas for new events, drives, tech sessions and anything thing else you would like to discuss.



2531 South and 400 East in South Salt Lake City

Memorial Weekend Drive 2013 Steamboat Springs, CO

Heads up for this years Memorial Drive will be to Steamboat Springs Colorado.

Jim Stover has found a contact with the British Motor Club of Northern Colorado and they are very excited to meet up with us and share in the festivities, places to see as well as help finding lodging for our group, We're planning early so we can secure rooms for that busy season.

Some options for lodging would be to share a condo and splitting the cost or staying at nearby hotels.

We will be discussing this more at the pot luck planning dinner and we welcome your thoughts. Look forward to seeing you there.

Larry Farrington GG



The website for the British Motor Club of Northern Colorado is: http://thebmcnc.com/

MGB-GT REAR WHEEL-ARCH MODIFICATION



Like all car restoration projects, this one is behind schedule and over budget. Here, to fill in Newsletter space in a BMCU non-driving month, is what my son and I have done to address two issues with his 1970/1966 MGB-GT:

- 1) Necessary repair of typical rust along the flat upper surface of the rear wheel arches where dirt and condensation create permanent rust habitat.
- 2) The style issue of circular front wheel arches but flattened rear arches (more my issue than his!).

Note: MG experimented with round and flat rear arches on the Midget in the early 70's; the B's only had flattened rear wheel arches. -editor

ISSUE #1: Rust on the flat



The MGB's have one great advantage for making a change like this to the wheel arch—namely that the fender has a simple curve with no flare.

Photo 1) Rust commonly forms at the flat top of the rear wing (fender) arch.



Photo 2) Rust commonly forms nearly everywhere else too; especially in the sills.

Page 4 ISSUE # 2: Front Arch circular, Rear arch flattened



Photo 3) Rust affects structural members in a monocoque body, such as the sills; as well as more cosmetic areas like the outer skin of fenders and rocker panels.



Photo 4) Be sure the cut outs match on each side. Measure from top of marked line to sheet metal trim line. Note: The distance from the top of the round arches to the trim line differs from front to rear.

Creating circular arch while retaining flange



Photo 5) Angle grinder with 4" cutting wheel works well. It allows for following the curved lines. A narrow hacksaw blade will fit where the lines converge at each end of the cut out.



Photo 6) Work to achieve a smooth curvature from the repair panel to existing fender line to new wheel arch top. The resulting opening is not a true circle. The radius gets tighter below "9 and 3" than above.

Two cuts: one along flange, one on circular outline.



Photo 7) Test fit for spacing with the door in place. Proper orientation of the front of the repair panel will result in proper curvature of the lower forward opening of the wheel arch.



Photo 8) Move the bar clamp as needed while the button welds are done. Be thankful there is no flare on MGB wheel arch openings.

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Spot welds including fill in the spaces.





Photo 9) Gap in flange at 2 o'clock on driver's side and 10 o'clock on passenger side works.



Photo 10) Weld in all gaps between button welds and grind smooth so the flange/fender edge is all metal. Welding and auto body night classes were very useful and fun.

Work to achieve smooth curves and surfaces.



Photo 11) A thin skim coat of filler, with good contour sanding, will allow for a smooth finish.



Photo 12) High build primer and wet sanding, ready for paint.

Getting ready for paint.



Photo 13) Periodically step back and be sure lines are smooth.



Photo 14) Dewaxed/degreased/scuffed/taped etc ready in the paint booth.



Photo 15) I know the sequence of painting with considerable reconstruction work remaining is not optimal – but there were reasons! As amateurs, we were pleased with the outcome. -editor

For those who may be interested in learning to do body work or needing a place to do the work:

Salt Lake Community Education Winter 2013

offers a beginning Auto Body class at East High School in SLC (840 S 1300 E, 801-481-4891).

The Instructor is Ben Bailey. (I took the class for years and did three cars.) Classes this winter run from Jan 15 to March 5, Tuesday evenings 6:30 to 9pm.

Registration can be done at: https:aal.slcschools.org/commed

The classes run Fall, Winter, and Spring. In the past, classes have filled up.

Page 11Other news possibly of interest to British motor car lovers...

Jeff Thurmond, Club President of Beehive Beemers BMW Motorcycle Club of Utah, presented an extremely informative and interesting seminar on motorcycle tires including a packed, printed handout covering tires in general and motorcycle tires in particular. The event, Saturday, January 5, was held at BMW / Triumph Motorcycles of Utah, 339 West 9000 South in Sandy along with sandwiches, cookies and sodas.

I heard about the presentation through the British Motorcycle Club. Some of their members were at the event along with some British Field Day folks. Lots of cool bikes but I didn't see any pre-war Royal Enfields. Thank you Jeff. -editor



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Lucas Calendar February, 2013: Planning Dinner.	The British Motor Club of Utah welcomes anyone who
March 2013: TBD	owns or is a fan of classic British cars and trucks
April 2013: TBD	Membership is free. If you
May, 2013: TBD	are not a member and would
June , 2013: TBD	tact page and let us know!
June 15, 2013: British Field Day, Liberty Park, Salt Lake City	http://BMCUTAH.org
July, 2013: TBD	
August, 2013: TBD	If you would like to attend any of our events, you must
September 2, 2013: Miners' Day Parade, Park City, UT	adhere to the following
October 2013: TBD	rules:
November, 2013: End of Season Dinner	1. Show Up!
December 25, 2013: Merry Christmas	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



MG Midget 1970 round rear wheel arch.

This is more than most people want to know about wheel arches —-Note flared rear and flush front. B's are flush front and rear, round or flat. OMG more wheel arches! Why won't he stop?

MG Midget 1971 flat rear wheel arch.

