

**A Unique Tech Session was April 7: Traffic Scene Investigation**

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

# BRITISH MOTOR CLUB of UTAH

www.BMCUTAH.org

April 2018

Volume 29 Number 2

## **Antelope Island Run**

**Saturday, April 21<sup>st</sup>**

### *The Island is calling...*

Our historic Antelope Island State Park, a place yes and a state of mind away from the noise and traffic, a place of quiet and solace of the days gone by but still in operation as a wildlife refuge and bison preserve, it calls. This our destination for the Tour, a picnic outing, so bring what you wish as provisions are sparse to none there, it's early on the Island so the joint out on the point is not open yet.

Those in SLC and south shall meet at Warm Springs Park on Beck St. 840 N. and 300 W. at 9:30 AM to depart at 10:00 and meander up Main to Old Hwy 89 against the Bench to Antelope Dr. and continue west to the strip mall west of Burger King just west of Main & Antelope Dr. Our members from the local, Hill AFB and northern areas will meet there at 11:00 AM prior to entering the causeway.

Once through the gate and over the causeway we will gather at the Visitor's Center to learn of the place, a wonderful site itself. Walk about, take your time, you're on Island Time.

At your leisure drive down to the Fielding-Garr Ranch and meet up for our picnic. Be sure to walk about there of course and see all of the buildings; the caretakers take a lot of time to make it just "so". Are there owls in the barn? Look above. Take the time to look up in the trees, observe, listen, be aware. You will not experience this back in SLC so take advantage of it. Breathe the air and drive about, you can't get lost. Be free.

Gate day-use fees for the park are \$10.00 per car, \$5.00 for seniors  
Slow down, be calm you're on Island Time now

See you there.

Paul Jaroch

(times are plus or minus a few minutes, you know how we roll)

<https://utah.com/antelope-island-state-park>

# In Fond Memory of Gary Meldrum



Cindy Wardell organized the Eureka Run in remembrance of her uncle, Gary.

On Saturday, March 24, 2018 (the day of the run) Roger Davis wrote:

Today, something happened at the **Second Annual Gary Meldrum Eureka Drive** that hasn't happened in BMCU history for many years. There were TWO (2) Sunbeam Alpines on the drive! Watch out MG's and Triumph's, the Alpines are coming!!! Lol (Jags were well represented too. -editor)

Welcome also to the new members that joined us on a beautiful drive to B's in Eureka. There are at least three different collections of photos of today's run posted on line. Be sure to check them out. Taking a look at the sign-in book, we had over 30 members and more than 20 vehicles enjoying an awesome, spring drive.

April 21 we will be celebrating "island time" and casting off to Antelope Island. If you've visited the Island previously, then you know how amazingly beautiful the view of the Wasatch Front is from this location.



Gary,  
We lit a cigar (procured by Jill Davis) in your honor.



## Second Annual Gary Meldrum Eureka Run



Another mobile car show at B's in Eureka.  
Good food and fast friendly service.  
Thanks to the folks at B's.

Roger Davis has provided this article from the (Sunbeam) Tigers East/Alpine East newsletter on a subject as slippery as any oil.

## CHANGES IN THE OIL WE CAN BUY Or THEY HAVE DONE IT TO US AGAIN!

*By Steve and Christopher Day*

They (government regulators for catalytic converter life and oil companies) have made another huge change, and not told us. "Us" being the very small portion of the market that have flat tappet (old design) engines.

### **I will start at the beginning.**

Almost all oil sold in the US has to meet API (American Petroleum Institute) testing and has a label saying so. The label is the "donut" on the back of the container, shown in the picture below.

Currently, it says "API rated SN." That means this oil has passed the test standards for the newest rating, "SN." In the past, each time they changed the rating, it was acceptable for use in all previous car groups. This time, with the "SN" rating, they had to say it no longer applied to all earlier car classifications.

The tests were changed and the results only apply to the modern engine construction, that is roller cams. Roller cams became popular from the manufacturers in about 1995, almost all engines now have roller cams.

If you are looking carefully, you notice the statement below the donut, "API SERVICES SN, SM, SL, SJ." Didn't I just state that rating "SN" is not backwards applicable?

**Here is where some dangerous confusion is:** The label implies it is tested to meet the early requirements. The API folks admitted they had to change the testing procedures, and those



**procedures only apply to modern roller cam engines!**

Also, with the "SN" rating oil, the base oil was changed, different and more detergents were added. The formula of the minute amount of ZDDP that is in it changed, too. We could do three pages on that; let's not and summarize: **The detergents are wrong for us, the ZDDP is wrong and the combination of both now will wear away the ZDDP protection layer that was built up already in the engine.** Net result is protection levels are too low, wearing away the existing protection in the engine. So then the engine and camshaft wear.

### **Problem identified, now, what to do?**

A tour through multiple parts stores and retailers reveals the only oil on their shelves regardless of brand, is API SN rated. Today, we need an oil that a 20/50 weight and is built just for us, the classic people with flat tappet engines. Oil that does not carry the dreaded donut symbol on the back. (An easy way to remember is to think "Donut means Death.")

Fortunately there are choices: synthetic oils or mineral based (dinosaur) oil.

The pluses for synthetic oil: higher temperature protection and harder resistance to break down. To take advantage of those pluses you would have to tow trailers, travel 15,000 miles a year or race every weekend....very high demand usage of the engine. The disadvantage: higher cost than mineral based oil and it will leak out of the engine more easily, (bigger puddles on the ground).

Now for the mineral based oil, the advantages are: cost less, gives the protection package our engines were designed for. I'm not sure there are any disadvantages to list.

(Continued on following page)

### The Recommendation

After careful consideration and much research and consulting some lubrication engineers, **British Car Ranch** has come up with this recommendation:

For the majority of our clients, we now recommend a **mineral-based specialty oil that is formulated to include the proper ZDDP and 20/50 in weight**. Because it is readily available and reasonably priced, and already has the proper detergents and the right amount and formula of ZDDP, we now stock and use the Collectors Choice specialty oil (available from Moss Motors). They sell it in single quarts part number 220-815, and by the case of 6, part number 211-811.

I am sure there are some other specialty oil brands out there that would be safe to use. This is the one we have chosen and had good luck and confidence with. No, I am not compensated by Moss or Hicks Oil Company to say this. Oh, did I hear someone ask about the Delo Diesel oil? Or The Valvoline VR1 racing oil?

Diesel oil is formulated very differently for use in ....diesel engines. The protection package is very different and doesn't fit our classic gas engine requirements. And the ZDDP has been almost eliminated for them, too.

The Valvoline VR1 is formulated for racing, with very short oil change intervals, like after every race is common. Then, look on the back, does it have a donut? And the ZDDP has almost been eliminated, quietly.

I welcome questions and alternate views on this subject, contact us at British Car Ranch [britishcarranch@hotmail.com](mailto:britishcarranch@hotmail.com).

*Steve and Christopher Day*

*Thanks to TEAE Member John Kathmann for the heads up!*



### Update on the issue

When receiving permission to reprint this article, Steve Day followed up with more information:

This is a sneaky dangerous issue and everyone needs to be aware.

Since I wrote that article in January 2018, the industry has made some progress.

Moss Motors has upgraded their video on their site to address and confirm my info. Castrol has offered a classic oil in 20/50, but gives no substantial data on it, like amount of ZDDP and additives for our drive/store cars. They just claim it's great for non-catalytic cars.

I am sticking with Collectors Choice because of my research.

I think this will be a fluid issue, changing both for the better and the worse as we go along. Better: because there will be more classic type oil available and worse because the industry is continually lowering ZDDP in main brands and re-formulating for the more strict emission rules. Both are bad for flat tappet engines.

*Steve and Christopher Day*  
British car Ranch  
[www.british-car-ranch.com](http://www.british-car-ranch.com)

**NAMGBR provides the insurance for British Field Day  
at no additional cost if there are 8 NAMGBR members.**



Name: \_\_\_\_\_ Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Prov: \_\_\_\_\_ Zip/Postal: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_



With your membership in NAMGBR, you will receive a copy of the latest Mutual Aid Directory. May we list your phone number as an emergency contact should a member traveling through your area need assistance?

☐ Yes ☐ No

Are you currently a member of a car club(s): ☐ Yes ☐ No Your club could benefit from our Insurance!

Primary Home Club: \_\_\_\_\_

Secondary Club: \_\_\_\_\_



Have you previously been a member of NAMGBR? ☐ Yes ☐ No

If Yes, do you remember your membership number? \_\_\_\_\_

Tell us about your MG's! How many MG's do you own? \_\_\_\_\_

MGB \_\_\_\_\_ MGC \_\_\_\_\_ Midget \_\_\_\_\_ 1100/1300 Sedan \_\_\_\_\_ Post Abingdon \_\_\_\_\_ PreWar \_\_\_\_\_

Other British cars owned? \_\_\_\_\_

Annual Membership Rates (US Dollars)

☐ One Year \$30.00 North America

☐ Two Year \$60.00 North America

☐ One Year \$45.00 International/Overseas

☐ Two Year \$90.00 International/Overseas



For faster and more efficient membership sign-up, as well as being more secure than a check in the mail, please visit our secure **EV SSL** web site @ <https://namgbr.org/join-us> and select the one or two year option.

If you are paying by check, please enclose check made out to NAMGBR and mail to:



**North American MGB Register  
P.O. Box 876  
Downers Grove, IL 60515-0876**

Please Note: Check processing can take up to three weeks. Please ensure you include this form, fully completed, along with your check.

## Jon Hermance reminds us that NAMGBR support depends on having 8 members.



### North American MGB Register

P.O. Box 876  
Downers Grove, IL 60515-0876

Thank you for your interest in the North American MGB Register. We are the official register for MGB, MGB/GT, MGC, MGC/GT, MG V8, Midgets, MG 1100/1300 sedans, and all Post Abington MGs.

As a member of NAMGBR, you will receive:



#### The MG Driver

This bi-monthly magazine is packed with over 60 pages of useful information with the right mix of Technical and Member information.



#### Technical Help

NAMGBR has assembled a group of technical experts to answer your questions



#### Dash Plaque

To commemorate your membership in NAMGBR, you receive a dash plaque to display in your car, home, office or where ever.



#### Window Sticker

Proudly proclaim your membership in NAMGBR with this attractive two sided window sticker.



#### Mutual Aid Directory (MAD)

Many members list their contact information to help fellow NAMGBR members in the event they break down in their area.



#### Annual Convention

In conjunction with a NAMGBR Chapter, we sponsor a convention highlighting a different part of the United States or Canada. This 4 day event features driving tours, a car show and a taste of the local food and drink. In 2018, MG 2018 will take place in Gettysburg, PA



#### 100,000/200,000 Mile Register

Has your MG gone the distance, and traveled over 100,000 or 200,000 miles? NAMGBR honors this achievement with a dash plaque your car can wear with pride.



#### Club Insurance

Does your club sponsor a car show, driving event or meeting? Many venues require insurance (COI) to hold to hold the event on their property. If your club has 8 NAMGBR members and is a Chapter of NAMGBR...you're covered for free!



#### Member Classified

NAMGBR offers a free classified section in both the MGB Driver and the website. Have an extra MG or parts you want to sell? Target your advertising to the people you know are buying MG.



#### Regalia

We have a number of ways you can show your NAMGBR membership to the public.



#### Car Insurance

NAMGBR is the first MG Register to offer members the 5% Hagerty Collector Car Insurance Discount. Being a member of NAMGBR can save you money. Not available in Canada or CA, TN, MA

Do you want to know more about the North American MGB Register? Check out our website at: [www.namgbr.org](http://www.namgbr.org)

Do you want to be a member in the largest club in North American dedicated to the MGB, MGB/GT, MGC, MGC/GT, MG V8, Midget, 1100/1300 Sedans and Post Abington MGs?

Go to the website and either download a PDF membership form and mail with a check or instantly join via Credit Card



We look forward to having you as a member of NAMGBR!

## **Coalville to Taggarts Drive, *May 5th***

We'll meet at Hogle Zoo at 8:00 for a 8:30 departure, proceeding up and over Emigration Canyon then turning right on to State road 65, that will get us to the Freeway Entrance of I-80.

From there we'll head East on I-80 towards Silver Creek Road for our drain and gain at Bell's Silver Creek Gas Station.

After a brief stop there we will get back on the Freeway Entrance for Hyw. 40 going South until we get to exit 4; having exited at 4 turn left onto State Road 248 driving East until we reach Kamas then turning left towards Peoa, Rockport, Wanship, Hoytsville Rd., Coalville, Echo Dam Rd. then slipping under the freeway pass to connect with Echo Road continuing on through to Croydon. At Croydon we will enter I-84 from there we follow I-84 (downhill) to the Taggart's exit.

**-Larry Farrington**

---

Speaking of LBC travel to the Isle of Antelopes; it has been rumored that the most fashionable will be attired in a garment called an "Hawaiian Shirt."



Elvis in his 1961 MGA for the movie "Blue Hawaii"

---

## Lucas Calendar 2018

Feb 3: Planning Dinner, 6876 S. Highland Dr., Cottonwood Heights; 6pm

Mar 18: St. Patty's at MacCool's, Sunday, 11am

Mar 24: Eureka UT, Gary Meldrum Memorial Drive, Cindy and Cory Wardell

**Apr 21: Antelope Island Run; Paul Jaroch**

May 5: Coalville/Taggerts, Larry Farrington

May 26: Memorial Day Tour Grand Junction, CO; Jim Stover, Roger & Jill Davis

Jun 16: British Field Day, Liberty Park SLC, Jon Hermance

Jul 2: Eaglewood Festival of Speed Car Show, Bruce Oblad

Aug 18: Trappers Loop and Huntsville BBQ, Pat and Donna Rich

Sep 3: State Street Cruise, decorate your car, Cory and Cindy Wardell

Sep 15: Alpine Loop and BBQ in South Fork Canyon, Drew Frink, Roger and Jill Davis, Jim Stover

Sep 29: Fall Colour Tour, Mirror Lake Hwy, Drew Frink and Jim Stover

Oct: ?????????????????????????????

Nov 3: End of Season Dinner, Jim Stover, Location TBD

Midweek Madness - Watch the group site for email announcements

Don't forget impromptu events too. Tech Session anyone?

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](mailto:robbfoye@gmail.com)

## British Motor Club of Utah

The types of things you can see on the Antelope Island Run.



If you see these on April 21<sup>st</sup> you're home watching TV or you're on the wrong island!

