

BRITISH MOTOR CLUB OF UTAH  
APRIL 1989, Vol 1, ISSUE 7

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ACTIVITIES FOR APRIL

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DETAILS ON THE PROVO FUN RUN ARE ON THE NEXT PAGE. Hope to see you Sunday, April 16th.

We have three small articles for you to look at. One is on the Parade. A second is about fines. And the third is about Funkanas. We need alittle help here!

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CLUB PATCH AND FLAG

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Janis Griffith has been looking into how we can get Patches and flags. A Hand Embroidered Flag will cost \$20.00. A hand Embroidered Patch will cost \$6.00. However, if we can order about 50 as a group, the cost for the automatic sewing machine tape is between \$60 and \$70, then the Patches would be about \$2.00 to \$3.00 after that initial set up cost. After the tape is made, the design can be Put on hats, shirts, ect. I am ordering a hand embroidered flag @ \$20 and a hand embroidered patch @ \$6. I will be using them as examples for People to look at. The design is the Patch Duff Lawson made several months ago. Right now I guess we can only order the hand embroidred designs. If any one is interested in ordering the Patch see me or Janis Griffith at the meeting Point on April 16th. We will have some (?) order forms. RICH

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NEED SUGGESTIONS

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We have had many activities, fun runs, visits to historical sites, Poker runs, Parades, Just to mention a few. However, does anyone have some other ideas for activities. Believe it or not, we get the most People out to the tech sessions. But we need NEW IDEAS and ACTIVITIES.

## **APRIL IN PROVO!**

The club event for April will be a drive to Provo for breakfast on Sunday April 16. The Timpanogos car club has held a breakfast kick-off for the "driving season" for the past few years. The breakfast is held at a JB's restaurant in Provo located next to a stream. They allow everyone to bring their cars onto the grass between the stream and the building. It is really a very idyllic setting. Many car clubs in the state attend this event and it has grown every year. It is important to arrive early to get a good parking spot and to get in line for breakfast before the line gets too long. We will meet in North East corner of the South Towne Mall (Between State Street and I-15 at 105 South) at 7:30 AM. We will then drive down as a group. The breakfast cost about \$5.00 / person. This is the first of a series events that we will be having this summer alternating between saturday and sunday in an attempt to get some more people out. If you have not attended one of our activities this is a good one to get started with. For more information call Bill Van Moorhem 582-9223 or Rich Holder 250-4928.

## **More on Funkanas**

We have attempted again to organize a Funkana for this year. A funkana is a low speed timed driving event through a marked course. We attempted to hold one last year but could not obtain the traffic cones to mark the course or a location to hold it. Duff Larson has found a source of the cones, but we are still without a site. We have found at least one site where it could be held if we had insurance. Does anyone know of a location where we might hold such an event without insurance? It should be a paved parking lot that would hold 25 to 50 cars without obstacles like light poles and where we can control the access. We definitely need permission to hold such an event from the owner. Also does anyone know of an inexpensive (remember we have no dues) way to get insurance? Another possibility, and a likely one, is to take part in a SCCA (Sports Car Club of America) activity.

Top O' the morning to ye.

The St. Patrick's day parade was held on a beautiful Saturday morning, March 11. We arrived at the the Brigham Young monument at about 8:30 to find Neil Wheeler already there and trying to find out what was going on. One thing we learned from the parade is that the club may, just may, not be the most disorganized group in the state. The Hiberian Society, the folks that sponser the parade, is definitely close. A bit later Steve Neussle, Mike Johnson, and Neil (??) arrived. Neil had his '73 TVR to keep the group from being all MG. While waiting for the parade to start the cars got a bit more then a quick look-over from a number of people including a number of Salt Lake's finest who were congregating in front of us. Narm O'Bangerter, governor of this pretty great state, was also waiting next to us for a few minutes and we all had short talk with him. He was riding in a 1910-20 car with a container of antifreeze sitting next to him. One wag amongst us pointeded that he couldn't drink that antifreeze as it was against state law to drink in the back of a vehicle. Not much reaction from Narm, maybe it was too early in the morning.

The parade got started near the proper time and we all took a mile ride down Main Street. The announcer at the reviewing stand got into the spirit of things by reading the blurb we had prepared for him about the club and adding that the club was open to all owners of British cars provided they leak oil. He may have had some assistance from someone on the East side of the group, however. Lots of comments on the cars from the crowd, and we saw one member sitting on the curb watching. After the parade we met at Trolley Square to go to The Pub, but they had not opened yet, so we ended up at the Crepe Shop. Talked about cars, patches and financing the newsletter since we are now sending out near 50 copies. Everybody who took part appeared to enjoy the parade but we had only 5 cars. Where was eveybody? We need some reaction, should we do this again next year? Maybe with a person following the cars, carrying a mop and pushing a trash can with the label "oil removal crew."

- Bill and Julie Van Moorhem

Fire in the Hole!..... fuel, heat, and oxygen- with almost, NO control!

Anyway, recall those seldom seen Salt Lake City winter mornings that are clear, crisp, and the pavement is ready for those rolling wire wheels. You know, its one of those once or twice a year 'British countryside days' for us British make believers. Maybe a little impractical but, nevertheless with a good Jag heater, warm tweed hat, and scarf, how could my friend Beth and our dog, Tillamooke, (a fuzzball/fur depositing malamute) not enjoy our first winter's spin in the countryside.

The 3.8 introduced itself with it's typical twin SU/hollowed exhaust note, that is, once its air cleaner was removed and it was primed (mistake number one was to put it's air cleaner in the trunk). As 64th south rolled into just another location towards our make believe countryside rally, the intake system made some definite "burps". This, I quickly rationalized to the copilot as being a non-mechanical flaw but rather, a result of "old fuel" from some number months having not been run. However, this thought was quickly discarded due to the definite smell of something burning from the engine compartment and my simultaneous panic comment of OH @!\*\*\*!!.

(The following sequence of events occurred only under great stress and mostly from involuntary reaction.) First, I raised the hood just in time to notice the plastic fuel lines melting from a S.U. carburetor fire! "OH @!\*\*\*!! this can not happen!!- "Get out of the car and call fire dept!" Action number 2 was, run to the back seat and get the dog's blanket to smother the fire. The result, was immediate nylon blanket melt down with now, only more fuel to burn. Next, was to pour the newly purchased gallon of anti-freeze on the melting blanket which only created a volcanic spitting nylon reaction.

By now, the fire had covered most of the engine compartment and was producing to much heat to stay within combat range. As the heat pushed me back, I vaguely recall being angry with the slowing down of traffic and their rubber necking. Obviously, someone/somehow needed to get out of their noninvolvement to help me do something with saving this Jag! It was out of control and I was going into shock!

As I recall, it was tire squealing that caused me to turn around to see a lady dodging traffic while running towards me with her arms extended holding a fire extinguisher. "You can use this", was her only comment!!!

The Murry Fire Department arrived in time to find me thanking the lady for helping. Although most of the engine wiring and rubber had been burned and the front part of the car was covered with white chemicals, I was glad to at least be able to sit inside and gaze over the blistered hood as we towed it home.

I strongly suggest a fire extinguisher is kept in every auto you drive. I now, do this!

*BMC*

Fire Marshal