

British Motor Club Of Utah

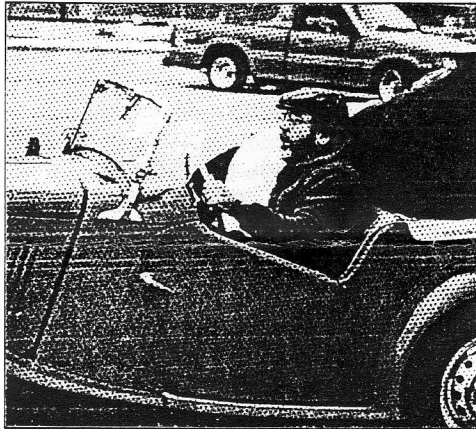
Volume 3

Number 11

June, 1991

Trappers Loop

Trappers loop consists of the road crossing over from Pineview Reservoir in Ogden Canyon to Mountain Home in Weber Canyon. This is a new road, a bit over a year old as I recall, and you may have never been over it. The **June event** will consist of the **run up to Ogden, where we may meet up with some of the Golden Spike Vintage Car Club folks, then up Ogden Canyon, over the loop road, a picnic lunch, and the return to Salt Lake via East Canyon and Emigration Canyon.** This is a beautiful trip, particularly over the Trappers Loop road. We did this trip last year in threatening weather with a rather poor turnout and hope to see more folks try it this year. The group going from Salt Lake will meet at the Utah Travel Council parking lot at 9:30 am on Saturday **June 15.** To get to this parking lot head up State Street, north of North Temple, when you are forced to turn by the capital, turn right, immediately make another right turn into the parking lot. After gathering we will drive up to Ogden where we will meet up with Kees Greenup and the group from Ogden and north. If you don't want to meet in Salt Lake, contact Kees (731-1787 in Ogden) or meet at the Denny's at 12th and Washington in Ogden at 11:00 am. After lunch the Ogden folks will return to Ogden while we return to Salt Lake via East Canyon. Remember to bring a picnic lunch



Bill heads into the chicane with Claren (barely visible) holding the peanuts bag.



Greg and daughter sort out the nuts and bolts at the first step of the funkana.

along — although there is a small store at Mountain Green (where we will have lunch), and the Ogden group will supply drinks. Contact Kees or the editors, 582-9223, for more information.

Silly car tricks

That's what a funkana is really all about, but everybody seemed to have fun, and that's what it is about too. After trying to set one up as the second club event, nearly three years ago, we have finally pulled it off. Twenty cars showed up to take part, a good turn out on a very windy, cold morning, with a threat of rain. The course started off with a stop to thread nuts on bolts, of course the four nuts and bolts were all about the same size, but different threads. Then on to pick up a bucket of tennis balls, each ball the passenger had to balance on top of a circle of traffic cones. When you get all of them balanced, back around and pick them up and return the bucket of balls to the stand, then into the garage, knock over the plastic pipe without hitting a cone, then back into the other garage and do the same, then over to the chicane, but before you get to do it, pick up the 8' long bag of styrofoam peanuts which you have to stow in or on the car somewhere, finally race to the finish through the chicane, while trying to hold the bag on the car.

Now, everybody had an idea of how to do this quickly, like starting off backwards because the driver thought he could do the bolts and nuts faster than the passenger. But

everybody ran into unexpected problems, like not being able to turn tight enough to let the passenger reach the cones for the tennis balls, so the passenger either is hanging out the window while the driver is holding their feet or in one case running alongside the car while hanging on with one hand (the passenger had to keep in contact with the car) and balancing balls with the other, or not being able to get the car into reverse! Some cars had distinct advantages, like Midgets, Sprites and Spitfires which could turn tightly, others like Land Rovers had plenty of room for the bag of peanuts. Some people deserve special mention: like Beckie for being the passenger for three drivers, she got a real work out; Mark for driving the course in an MG; Reed and Claren for setting the course record, but on the second time around; Dennis and Nathan for showing us how it could be done quickly at the beginning; and for Brent with the most memorable performance when reverse refused to function (Beckie and others pushed the car through the parts of the course that had to be done in reverse — they achieved a reasonable time, too!). With a non-functioning reverse, Brent got the prize for the most memorable performance, a piston that looks like a lorry ran over it, but Beckie should have gotten one too.

A great time was had by Dan, Brian, Fred, Jim, Kerry, Kees, Beckie, Reed, Claren, Steve B., Greg, Susan, Tony, J., Kay, Rich, Jim, Nathan, Dennis, Merv, Mike, Steve N., Mark and myself. I am sure we missed a lot of folks who were there.

(See another Funkana photo on page three.)

The Lucas Calendar

This calendar works about as well as its namesake, so use it with care. Club events are in CAPS. The others you may find interesting. All events are subject to change.

June 8-9: 39th Annual Glenwood Springs Rally. Denver to Glenwood Springs, CO. This is a major event in the Denver area with LOTS of car participating.. More info from Al Wulf (303) 424-2988.

June 9: Autocross at Alta High, 11055 South 1000 East, 11:00 am to 3:00 or so. Stop by to watch or take part. For information, call Mark, 363-3251.

JUNE 15: RUN AND PICNIC: OGDEN, TRAPPERS LOOP AND EAST CANYON. CONTACT KEES GREENUP, 731-1787 IN OGDEN, OR THE EDITORS FOR INFO.

June 19-20: 16th Annual West Coast Healey Meet at Lake Tahoe. Contact Art Dhallin (209) 667-1744 for information.

June 23: Association of Retarded Citizens (ARC) Car Show, U of U.

JULY 13: 4th ANNUAL ALPINE LOOP RUN. (MARK THIS DATE ON THE CALENDER.) CONTACT DENISE, 487-6117, FOR INFORMATION.

July 20-21: Ogden Car Show. Call Bob Van der Spek, 399-9735, for information.

July 22-26: GOF West. MG convention in Santa Barbara, CA. For more info contact the editors.

August 16-18: AMERICAN MGC REGISTER CONVENTION IN PARK CITY. WE HAVE BEEN INVITED TO TAKE PART. CONTACT DUFF LAWSON 487-5192 FOR INFORMATION.

August 21-25: VTR (Vintage Triumph Register) convention. Covington, Kentucky. Contact Mark Bradakis, 364-3251(H), for information.

August 31-September 2: Vintage sportcar racing at Steamboat Springs, CO. If you want to go, make reservations NOW. Julie and I camp, along with a group of regulars from the club. If you would like to join us, we have sites reserved.

SEPTEMBER 14: CLUB PICNIC.

September ??: Possible All British Car Day at South Towne Mall in conjunction with the Land Rover Club, Jaguar Club, Morgan Club(?), Utah British Sports Car Club, ...

OCTOBER 12: END-OF-THE-SEASON DINNER.

NOVEMBER 16: TECH SESSION. WE NEED SUGGESTIONS FOR TOPICS. THINGS LIKE ELECTRICAL TROUBLESHOOTING, TUNE-UPS, CARB REBUILDING, ETC. WHAT WOULD YOU LIKE TO LEARN ABOUT?

DECEMBER: NO EVENT.

JANUARY 18: TECH SESSION.

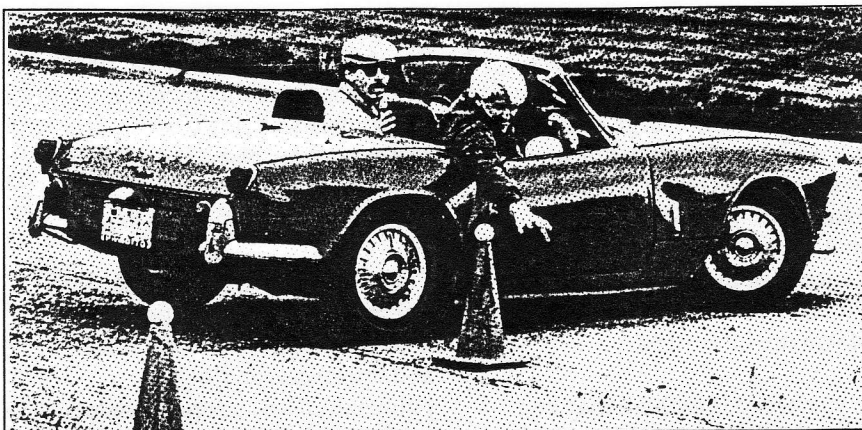
FEBRUARY 15: POT-LUCK DINNER.

Tinker day

This one was much better than the previous Tinker Day events I've had. If you remember, the first one consisted of Bill, Jim and myself standing in the garage deciding if the rain was going to turn to snow or not. The second had much better weather and a larger turnout, with everyone watching me work on my yellow GT6.

This one on the 11th of May was more fun for all. We had a good turnout, this time with a number of cars needing attention. My neighbors must have enjoyed the show of a wide variety of sporting machines puttering about the area. I got a chance to tinker with two TR4As and an MGC. Lots of carb adjustments, meter reading and Colortune analysis. Of course, after everyone left my dwell meter started working again. Does Sears get stuff from Lucas?

Jim brought by some bits from a recently purchased parts or project car to clean up, Kees had his TD running again, and Mike ought to fix that manifold gasket on the MGC. I've heard that getting the manifolds off those cars is a real knuckle buster. Kirk Nilles from Pocatello brought a Weber 45 DCOE carb down for me to inspect, hopefully next time I see it, his MGB will be attached and running. Howard, a newcomer to the club, pedalled down from the Avenues on a bicycle of non-British origin to meet some folks and see a few cars, including Steve Bender's excellent TR4A. And folks still wonder how Bill's TD stays looking so good when he drives it around regularly. Steve Porter convinced me to make a door clip installation tool, which only needed minor modifications before it worked just like the book said it would.



"Just...a little...bit more!" Jim and his passenger try the "torturous tennis balls" at the funkana.

Enjoying the day were Bill, John, Howard, Steve, Steve, Mike, Dan, Kees, Jim, Kirk and myself.

Left over parts

Greg Chester and I went on a rally with the group out of Provo last month. The rally took about an hour and a half. During that time, according to Greg's speedometer, he travelled over 40,000 miles, or a speed of over 25,000 mi/hr, and people think British cars are slow! He didn't get a ticket either.

New members this month include: Erik and Lois Dettenmarer, Erik and Lois have a Spitfire; Kent Thomas, he has two MGAs, a '59 and a '61, that he is starting to restore; Kerry Oldham, Kerry has a '71 Land Rover; Bert and Linda Margetts, they have a '77 MGB; Mario Raso, he has a '78 Midget; Ed Flanigen, Ed has three Bugeye Sprites, two MGAs and TR-6; Bill Davis, Bill has at least two Land Rovers, a '60 and a '65; Steve Alexander with a '80 MGB; Dan Rasmussen, he has a '79 Midget; Myra and Ed Strauschen, they have a Healey and a Jaguar; Mike Donoso, Mike has a '60 Morris

pick-up (that's a first for the club); Brian Bacigalupo; Brian has a '62 Healey; Fred DeSmet with a '79 Spitfire and a '75 Midget; Jim Welch, Jim has a '59 TR-3A, Brent Hurst, he has two Spitfires a '78 and a '79 and a '72 TR-6; Bruce Davis with a Jaguar '80 XJ6; Lewie Bendixen, Lewie has a Jaguar '87 XJS; Charles Woodward, Charles has a '71 MGB, a '60 MGA and '57 TR-3; Rod Jensen, Rod has a '67 Sunbeam Alpine; and Lionel Drage with a '70 E-Type Jaguar and a '73 Jensen Healey. Welcome to all of you. We hope to see you June 15 or at another event soon.

Last month we sent out 119 newsletters. Thanks to Jim and Michelle for stuffing the last set of envelopes and copying the newsletter. Also forgot to thank John Ammon for helping assemble one of the past newsletters. Any assistance to help assemble the next newsletters will be greatly appreciated.

Talked to Frank Martin who is restoring a '60 TR-3A. He had several offers. He has a small cabinet sandblaster and also is experienced at woodworking. He would like to trade sandblasting or woodworking (want a wood dash?)

for some assistance in restoring the TR-3. He appears to especially need some help rebuilding the engine. He also has a large supply of steel angle section with holes (known to me as Uni-strut). This is ideal for building shelves or whatnot, he will either trade it for assistance with the car or sell it for \$.70/ft., give him a call at 254-6366 (H) if you are interested.

Have you heard that there may be a new MG, MGD, in the US in 1993. (There is currently an MG Metro being sold in England) A concept car, EX-E, is or will be touring the US and will be displayed at Sterling dealers.

Steve and Billy Nuessle attended the funkana without Elaine or the B. You may remember Billy attended the Pot-Luck in-vivo and entered the world about two months ago. Congratulations to Steve and Elaine.

Got a letter from Brad Parkin. Brad has a TR-6, and is the marketing manager for South Towne Mall. He suggested a British Car day be held there in September. I have contacted Bill Davis from the Land Rover Club who was exploring the idea last month. May be we can get it worked out. Brad and South Towne are interested in a static show.

Thanks to Roy Beal of Mr. British for the "interesting" piston that made up part of the prize at the funkana.

It appears that somebody tried to pry the speedo and tach out of the my TD, probably at the funkana. They bent up the chrome bezels around the instruments. Anybody else have problems?

Got a call from Dennis Strong, he said he has LOTS of Sprite/Midget

parts that he would like to sell. This includes engines, 948s, 1098s and 1275s (he didn't mention 1500s), transmissions, body parts and everything else. If you are in need of parts call Dennis, 968-3559(H) or 295-1189(W).

There have been a couple of interesting magazine articles this month. The May issue of Classic and Sportscar, an English publication, had a super article on MGA purchase and restoration. If you are working on an MGA you might want to find a copy. It's good stuff. The June Road & Track has an article on "How to buy Classic Sports Cars" and lists a dozen of their favorites including: the "Bugeye" Sprite, Austin Healey 100-6 and 3000, Lotus Elan, MG TD and TF, MGB, Morgan plus 4 and 4/4, Sunbeam Alpine, and Triumph TR-2 and TR-3. The article gives Road and Track's view of a comparison between these cars.

Julie and I made the highway 12 loop over Memorial Day weekend in the MGA. The road is impressive, with great views, from the rock of Red Canyon, Bryce Canyon and Calf Creek to the forests of Boulder Mountain. We also enjoyed the Scandinavian Festival in Ephraim which we happened to discover on the way south. The A had overheating problems on the hills and got real hot, hope nothing cracked, and the points closed up, which seems to be SOP for the A, but otherwise cruised along in great form.

Thanks to everybody who "volunteered" to call people for the funkana.

From the exchequer

Balance as of 4/15/91(Exchequer has \$273.00)	
Editor has \$26.79)	\$299.79
May newsletter cost	-\$32.77
May donations	+\$40.00
Club patch purchase	-\$49.07
Club patch sales	+\$15.00
Balance as of 5/30/91(Exchequer has \$243.93, Editor has \$30.18)	\$274.11

Newsletter Editors: Bill and Julie Van Moorhem, 582-9223 (H), 581-7687 (W).

Associate Editors: Mark and Karen Bradakis, 364-3251(H).

Newsletter Layout and Art: Nathan Massie, 966-4150(H).

Chancellor of the Exchequer: Rich Holder, 943-6077 (H).

This newsletter is published by the British Motor Club of Utah, a loosely organized group of British automobile owners. We hold monthly events: drives, picnics, technical sessions and more. We welcome owners (or potential owners) of British cars in any condition. Membership in the BMCU is free, but we ask for a donation at events to support the newsletter and other activities. If you would like to join the group, send your name, address, and British cars owned to Rich Holder, 8765 Snowbird Cir., Sandy, UT 84093.