

# British Motor Club Of Utah

Volume 4

Number 1

August, 1991

## Want to see some MGCs?

The national MGC convention will be held at the Yarrow in Park City on August 15 - 17. Our own Duff Lawson is helping organize the event. He and the C group have invited us — all of us, independent of what type of British car you have — to take part in the activities on **Saturday, August 16 and Sunday, August 17**. The Bonneville Austin Healey Club (BAHC) will also be holding its annual Healey Days that week-end in Park City and the two groups have coordinated their events, so there is a long list of things going on.

### Saturday August 16

Registration 9:00-10:00  
am—Yarrow

MGC Tour of Park City  
10:00-12:00 am—Yarrow

MGC Lunch 12:30-1:00  
pm—Brew Pub?

Car Show 1:30-3:00  
pm—Yarrow

MGC Car Show 3:30-5:30  
pm—Olympia

BAHC A.H. Tech Session  
5:00-5:30 pm—Olympia

BAHC Cash Bar 6:00-7:00  
pm—Yarrow

MGC Banquet 7:00-8:30  
pm—Olympia

BAHC Auction 8:30-???



**MGC**

### Sunday August 17

Poker Rally 9:00-11:00  
pm—Park City Resort

BAHC Registration for the two days will be \$15.00 for all events of both clubs (lunch, banquet and bar costs are not included). Single event registration may be possible. Even if you don't want to take part, take a drive by and see what's going on. The car shows will be peoples' choice and there will be dash plaques and prizes from both groups. Call Duff Lawson (487-5192) or Jack Peake (278-1974) for more information.

## It was hot!

It was pleasant at 10:00 am as we were gathering for the running of the fourth annual Alpine Loop, but it was just HOT as we drove from Sundance to Heber. Thirty six British cars and a few camp followers gathered at South Towne Mall for the beginning of the running of this year's loop in the cool of the morning. After the usual chatting with old friends, meeting new ones, buying raffle tickets, peering under bonnets (hoods), looking into wheel wells, and quick glances at the ground to see if anything vital was running out, we held the "this is the way it is supposed to work" meeting and then headed off to the south. By best count, thirty two British cars went over the mountain. Kees in his TD was leading and had discovered how to get to Alpine without going on the Interstate. This route worked well and allowed some quick and pleasant motoring. We made the usual pit stop (W.C. break) at the Alpine store (I wonder what the folks who work there think about the group that descends on them every July) and got lined up to attack the hills.

From the store the road first climbs gently and then steeply, with lots of twists and turns, into the cool mountains. All of this twisting, turning and climbing brings about a reacting from the temperature gauge and I am sure that a sigh of relief would have been heard by anyone standing at the summit of

the road as each car passed by. People along the road reacted too, as the line passed by, with lots of waves, smiles and looks of disbelief. People driving the other direction actually stopped and watched the line pass by!

After lots more twists and turns but now heading downhill the group pulled into Sundance, tried to find a shady parking spot and headed off to have lunch. Watching the temperature gauge climb really makes one hungry. If the group gets much bigger I am not sure we will fit in the shady spot we always head for at Sundance. Mike Johnson joined us here with his TC but I don't know what route he took. After lunch Donni's daughter drew out winning tickets for the prizes donated by Mr. British, Parts Master and Moss Motors. We didn't record all the winner's names, but Rob and Nan Green got the SU manual, Tony and Maryann Morgan got both the ColorTune and the EZ Bleed (you got to be lucky to win two) and Jim Pivrotto and Michelle Kelly got the Tune-up. After lunch the group split in half, with half taking the short Provo route back to Salt Lake and the other half, lead by Donni, heading off to Heber, Kamas and Park City. The few miles from Sundance to Heber is always the hottest and it lived up to its reputation again this year. The stop for ice cream in Heber was much appreciated by all. After Heber the air is cooler, the landscape greener and the motoring more pleasant. Approaching Park City, half of the group headed for US 40 and half into Park City, and by the time this was straightened out it seemed hopeless to try and catch up, so everybody headed for home, a shower and cold drinks.

Taking part were: Pete, Brent, Dell, Mike, Donni, Jane, Jesse, Kees,

## 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.

AUGUST 17-18 AMERICAN MGC REGISTER CONVENTION AND THE HEALEY CLUBS ANNUAL HEALEY DAYS ARE IN PARK CITY, AUGUST 17-18. WE HAVE BEEN INVITED TO TAKE PART. CONTACT DUFF LAWSON, 487-5192, OR JACK PEAKE, 278-1974, FOR INFORMATION.

August 17-18 Road racing at Bonneville Raceway. This is anticipated to feature Indy cars, but will likely include some vintage racing by the Park City Vintage Racing Club. This event is still somewhat up in the air, so check with Bonneville Raceway before heading off to it.

August 17 2nd Annual Teton County Car Show. Jackson, WY. Contact Michelle LaRose, (307) 733-2233 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 sportscar 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 three sites reserved, just let us know.

August 31-September 2 All British Field Day in Portland, OR. Don't have much info on this but can obtain it if anyone is interested.

SEPTEMBER 14 CLUB PICNIC LUNCH AT BRIGHTON. CONTACT REED BAIER, 572-3047, FOR INFO.

OCTOBER 12  
END-OF-THE-SEASON DINNER. WE NEED SUGGESTIONS FOR A LOCATION AND AN ORGANIZER.

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? LET US KNOW.

DECEMBER NO EVENT.

JANUARY 18 TECH SESSION. TOPIC?

FEBRUARY 15 POT-LUCK DINNER.

Beckie, Mickey, Margie, Dan, Vivian, Craig, Mike O., Nathalie, Mike B., Sharon, Kent, Terri, Steve, Laurie, Don, Pat, Mike, Joel, Amy, Chris, Nicholas, Barry, Denise, Becky, Jim, Dave, Reed, Claren, Larry, Neil, Rob, Nan, Rick, Kathleen, Mark, Karen, Joe, Carole, Gary, Sandy L., Merv, Sandy B., (and two of the triplets), Kirk, Nancy, Brad, Tony, Maryann, Grant, Gail, Grant, Martin, Sue, Nathan, Jim, Michelle, Mike J., Julie and I.

Thanks to all that helped: Barry and Denise for taking phone calls; Reed for designing the dash plaques; Pete for recording names and helping with the raffle; Steve and Donni for selling raffle tickets; Kees and Donni for leading the way; Mark for bring up the rear and helping with problems and to all of you I have may have missed.

Special thanks to Mr. British, Parts Master, and Moss Motors for the raffle prizes.

## A Triumph of a trip

by Mark Bradakis

It was a good trip, interesting, lots of beer and some splendid scenery. We flew into London, arriving at 7 am when our bodies were telling us it was time for bed. We took the underground to Paddington, then a train to Hereford. The rides weren't that exciting, though there were two occasions where I managed to rouse my wife with my exclamations. She, of course, thought I was rude for waking her for such useless trivia. The first was on the underground into London. We'd travel underground, then pop up for a bit of surface travel; then

back into a tunnel. On one of the popups I happened to glance out the window into a back parking lot of some building, and there was my car. A BRG Jaguar XJS Estate! What a tow car that would make...

The second was on the train nearing Hereford. I still hadn't nodded off, though Karen was settled into a nice nap. I didn't really mean to wake her, but I guess I made too much noise as we stopped at the Malvern Link station. Scant miles from the Morgan factory, but we had other plans. So it goes.

We didn't exactly make great company for Bob and Vera, our Welsh hosts, that night, though we did manage to make it to three pubs without snoring out loud. One about 100 yards down the street, the other clear at the other

end of town, maybe a 5 minute walk at most. They live in Lleswyn (fleece-win), a small town near Hay-on-Wye. And fully I expected to see Shirley MacLaine at one of the pubs, talking about other lives. You see, on the side of Bob and Vera's barn is a block with the date and builder's initials. I certainly hope the shots I took of "1870 - MJB" turn out. Bob figures it must have been me after the history lesson I gave him in the churchyard across the street. Something about Normans and towers and forts, I can't remember now. I do remember the pint of Boddington's was pretty tasty!

We stayed around there for a couple of days, then headed off for Stafford and the 21st Anniversary International Weekend of the TR Register. Stafford was maybe 60 miles away, about a 2 hour drive.



Now I have a better feeling for why the English think 100 years is not a long time, but 100 miles is a long way. We picked up a hire car at a garage Bob knew about, up the road in Llanigon (flan-eye-gun). A small, even for their standards, Lancia. Not the best-looking car either. Brian the proprietor said that "it goes all right, is pretty comfy but the back end isn't too clever!" You'd have to see a picture. And needless to say, overtaking others with that mighty 900 cc or whatever was not that common. He wouldn't let us take the red Mini or the White Lotus, or even one of the Land Rovers. Oh well, we survived, and I only brought us near death once or twice driving over there.

The TR Register meet was interesting. Different than the VTR convention last summer, but still somewhat the same. The TR Register caters to TR2 through TR8 vehicles, and includes TR-based specials like the Swallow Doretti, the Italia, and Peerless and Warwick bodied TR chassis. I think fully 50% of the remaining Peerless GTs were in attendance, as well as a few other neat cars. An early TR4A which Triumph had on display at the Earl's Court show, a factory racing TR2, in Triumph Racing Green with a bright yellow nose, one of the first TR5s, CP7 was the commission number I believe, as well as a beautifully done Italia body undergoing restoration. I just picked up 13 rolls of film today, I'll take a look at the slides and see which ones I forgot.

There were lots of vendors there, with the big ones like Rimmer, TR Bitz and Moss, (the new owners of Cox & Buckles and TriumphTune), as well as performance oriented places like Racestorations. There were about a dozen production racers there, all currently competing in the Cox & Buckles

TR Register Race Championship. I used up a roll or two of film just on those cars, like the supercharged TR3. Also a very nicely done TR4 in Wedgewood Blue just prepared for the Pirelli Classic Rally or some such upcoming event.

Also a lot of smaller businesses, and several individuals selling parts. I never did get around to asking that fellow how much he wanted for the Colorado license plates!

I didn't end up buying that much, but I may be the first in the states to have a set of the aluminum plate tube shock conversions that Racestorations has now available. I didn't buy the trick alloy front hubs since they didn't have any in stock, they aren't legal for Street Prepared SCCA Solo II, and they were expensive. But boy, was there a lot of neat stuff! Need a lightweight alloy fuel tank for a TR4? How about a set of aluminum body panels for the 4, 4A or 5? All sorts of springs and shocks and race motor parts and it is a good thing Karen had a nice book to read. She seemed a bit less enthusiastic about it all.

And since you all may be less enthusiastic, I'll call this part one, and end it here. Next installment, real soon.

## Left over parts

Salt Lake British Parts has moved to 4020 South 210 West. The new building has lots of space for those left-handed Whitworth gizmos we are all always looking for. The Grand Opening was July 19 and 20. Even if you missed it you're still welcome to stop in and take a look around. Phone is 263-2014.

If you were at the Alpine Loop you may have met the new additions to the Brewer family. A few weeks ago Sandy had triplets, all boys. She and Merv brought two of them along in the BGT on the Alpine Loop. Congratulations, Sandy and Merv.

Rich Holder has been out of town due to some health problems of his father's, but will be around for the next few weeks before leaving for Montana. Martin Van Nood, 467-0525(H), has volunteered to take over as Chancellor of Exchequer, when Rich has to leave. We could still use somebody to help with membership. The job involves receiving the mailed-in membership forms and answering questions about the club.

During the past two years we have advertised special club events in the classified ad (Antique and Classic Cars for Sale) section of the newspapers. The Trib (and, I guess, the Deseret News) now offers FREE ads for events, by nonprofit organizations, on the recreation page of the Monday sports section. At the same time the cost of a classified seems to have increased significantly. For these reasons, future ads will be in the recreation section, unless it's really something special. We will try to get them in for every monthly event.



There are people asking questions about car storage for the winter. If anybody wants to organize a group to rent a space to share, we will be glad to put some announcements in the newsletter.

Had a few questions about the hats Julie and I wore on the Loop, the white ones with the drape in back to keep your neck from being sunburned. They are not NOS British Leyland Sahara Hats, and you can buy them at Kirkhams, about 3300 South State. They are great.

Did you know that the BMCU belongs to the Council of Motor Sports (this is where we got insurance for the funkana) and Mark is our competition director? I didn't until he let it slip.

Jeff Rickett, 261-2822(H), is looking for a '67 (or thereabouts) MGB. Anybody with one for sale or if you know of one for sale, give Jeff a call. Also John Barrick, 1-373-5727(H) is looking for a '66 to '74 MGB. Dr. Lonnie Paulos has a '54 MG-TD for sale. It has had its engine rebuilt recently by Roy Beal. The asking price is \$12,500. Call 355-0109(W) and ask for Sally for information.

New members this month include: Gaylen Palmer, Gaylen has a '67 and a '79 MGB; Earl Phillips, Earl has a '69 Midget; Ray Ure, he has a '78 Midget; Maurice Brown with a

'70 MGB; Larry Gregoire, Larry drives a '79 Midget; Mikki Taylor, Mikki has a '73 Spitfire; Rob and Nan Green, they have an '87 Range Rover and a '91 Lotus Elan(!); Neil Morse, Neil has a '73 TVR; John Barrick, John is looking for a late chrome bumper MGB (see above); Don Peterson, he has a '77 MGB; Jaime Echeverria, Jamie has a '79 MGB and a '70 Land Rover Pick-up; Ken Kirkman, he has a '58 Bugeye; Leon Reese with a '72 MGB; Jack Elder, Jack loves Jags and owns a '58 XK-150, a '65 3.8S Saloon and a '90 XJ6; Kent Bond, Kent has a '74 TR-6; Randy Nielsen, Randy has a '71 Spitfire; Bob Hendricks with a '63 Morgan 4/4; Peter Huber, Peter has a '73 Jensen Healey; John Andrews, John has a '59 Mk 1 Jag, a '72 Jag XJ6 and a '72 TR-6; Bill Kamp with a '59 TR-3A and Scott McLatchy, Scott has a '61 Bugeye. Welcome to all of you and we would like to see you and your car at an event soon.

Last month we sent out 136 newsletters. Thanks to Jim for getting them copied and folded.

At the Alpine Loop the raffle brought in \$136. We also received \$24.74 in donations at the event. One member also sent in a \$5. donation. So, in July the total income was \$165.74. We are solvent, for a few months more.

## From the exchequer

Balance as of  
6/21/91 (Exchequer  
has \$243.93  
Editor is \$1.68 in  
the hole, not  
\$33.68. I forgot to  
add in last  
month's  
donations.  
Clearly, I need  
help with this.) \$242.25

July newsletter  
cost -\$37.99

July donations  
and raffle income +\$165.74

Balance as of  
7/29/91 (Exchequer  
has \$243.93.  
Editor has  
\$126.07.) \$370.00

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).

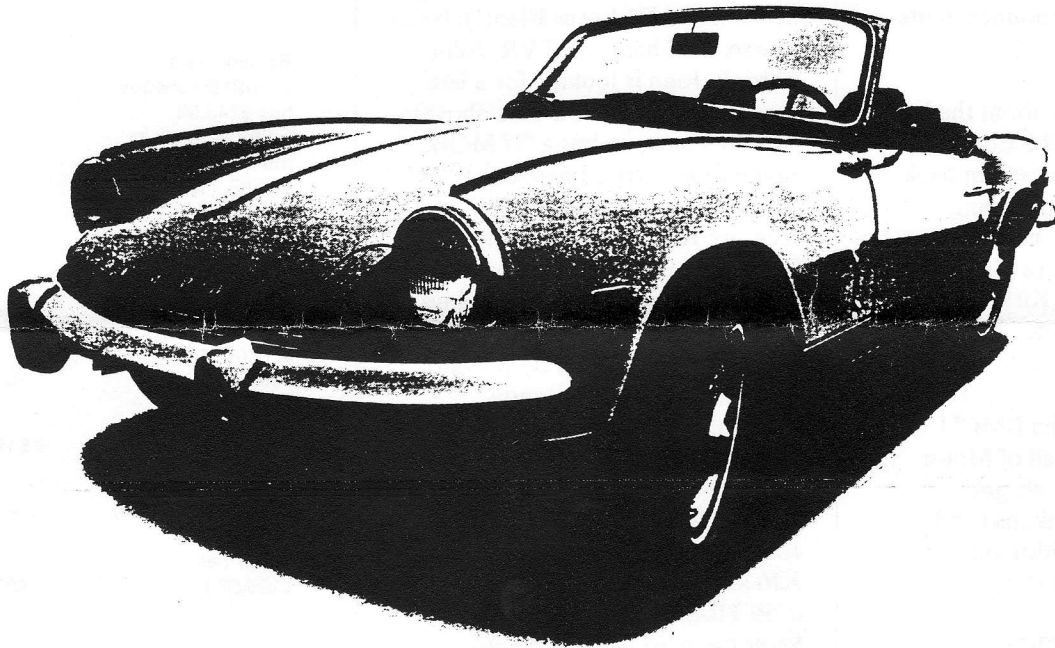
Chancellor of the Exchequer: Rich Holder, 943-6077, Martin Van Nood, 467-0525.

Competition Director: Mark Bradakis, 364-3251 (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 to the group. 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 Circle, Sandy, UT 84093 or call Rich at 943-6077.



# If this car looks like you can't afford it



## look again

(under \$2400)

Sports cars probably got their name because only big sports could afford them. Then the Triumph Spitfire came along.

The Spitfire is a real sports car with a long track record to prove it. But it just doesn't cost like sports cars are supposed to.

That goes for the new '69 Spitfire Mk3. It still comes with an engine that can take you to 60 in 13 seconds.

It still has four forward speeds, three of them synchromeshed.

It still has rack-and-pinion steer-

ing and four wheel independent suspension.

And it still costs under \$2400\*. That includes new features like contour seats with integral head restraints, leather-covered steering wheel, non-glare instrument panel, and pencil stripe sidewalls.

(And of course, all the '69 Federal safety standards.)

So remember when you're looking over the new Spitfire Mk3 at your Triumph dealer that it's the little things about it that make it so great.

Like the price.



FOR SALE

1959 TR3A with overdrive  
Good Condition. \$6,000  
Call Jim 359-7522  
486-0547

FOR SALE

1966 Corvette Convertible  
Good Condition. \$16,000  
Call Jim 359-7522  
486-0547