

British Motor Club Of Utah

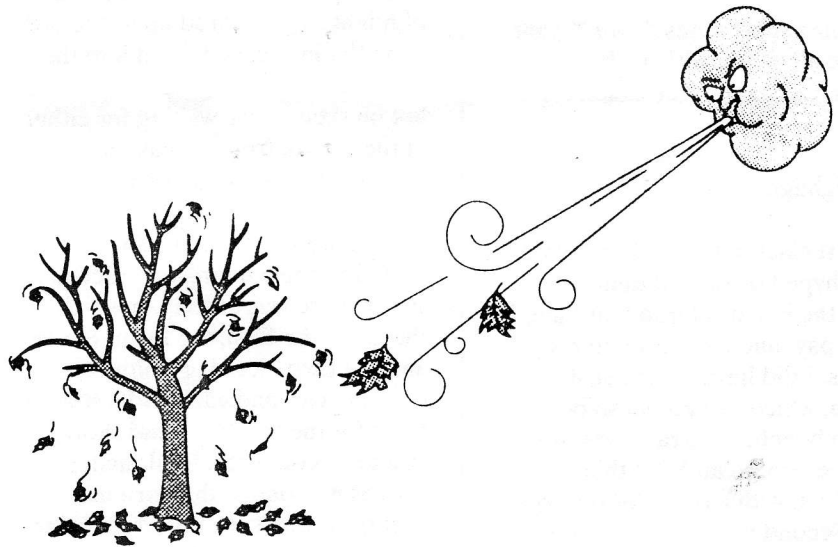
Volume 4

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It's October already!

October normally brings about the end of the British Car season in Utah. A few die-hards put up the bonnet and soldier on through the winter, but certainly the top down motoring is coming to an end. As a conclusion to another successful year, we will be holding our **end-of-the-season dinner in Park City as the October event.** As became a tradition last year, if you choose not to drive your British car to the dinner, you must bring a part of that car along or be the butt of ridicule for the entire evening. The dinner will be on **Saturday October 12 at the Eating Establishment in Park City.** We will meet at the **K-Mart at the mouth of Parley's Canyon (Foothill Boulevard and Parley's Way.) at 6:00 pm.** Sandwiches are \$5.00 to \$6.00 and full dinners start about \$10.00. They do serve beer. If you are in Park City or would rather meet us there, be at the Eating Establishment about 7:00 pm. Since they will reserve a room for us we **need a count of the number coming.** Call the editors (**Bill or Julie**) at **582-9223 (H) or 581-7687 (W)** by **Wednesday Oct. 9 to get on the list.** Make sure your lights work. Contact Mike Odernheimer at 649-010(H) in PARK CITY for information or the editors in Salt Lake.



Picnic report

It was raining before I got up (I could hear it.). It was raining when I got up. It was raining all morning. It was raining as I got ready to drive down to Big Cottonwood Canyon. It was raining as I drove down to Big Cottonwood Canyon. I sure didn't expect to find anyone there. But the rain stopped before I arrived and seven British cars showed up for the picnic! Reed had called Brighton and learned that it was raining, snowing, sleeting, hailing, there and we decided not to drive up to Brighton. After considering going to Pete Gerity's house and picnicing in his living room (he lives just a few blocks from the mouth of the canyon) someone noticed blue sky over downtown Salt Lake City and suggested Liberty Park. The Land Rover guys were meeting there for an event, too, and if we headed up there we might cross paths with

them, so off we went. The leader unintentionally didn't follow the agreed upon plan and we arrived in the park rather piecemeal to find the Land Rover guys gathering. After chatting with them a bit, they left to go play in the mud and we had lunch with the editor freeloading off everybody. He didn't bring lunch thinking we would cancel. Reed had produced a neat puzzle for us to work on after lunch and nearly everybody won a prize (an advantage of a small group.). After chatting for a while we broke up under a beautiful sunny sky.

Braving the rain were: Dave, Reed, Mark, Karen, Fred, Madaline, Greg, Susan, Ryan, Leslie, Julie, Mechell, Amanda, David, Scott, and Bill.

How many Mayflower dropheads did Triumph build?

Steamboat Springs

By Mark Bradakis

Just some short notes, I won't want to bore all of you with a zillion details. Only a quarter zillion for now.

The highlights:

The last class to run on Sunday was being hyped by the announcer. Being the jaded veteran that I am, I didn't pay much attention to his ravings. I did have a good seat, though, which turned out to be quite a benefit. The race was won by some American V8, I think it was white, with a ridiculously large lead. Second was about the same, except the car may have been red. I was watching a red Corvette, a maroonish-red Jaguar XKE, and a white and lime green Corvette. THEY were racing.

Bill and I were sitting at the end of the pits, in front of the bleachers. We could see the turn after the chicane, a tight downhill left hand hairpin, leading to a tight downhill right hand hairpin, then a short straight out to the swamp. You could hear the cars crossing the starting line, the rumble building up momentum until the cars flung themselves into view from behind the hill.

On the first two laps it was sort of a parade, though I did notice that the Jag was hot on the heels of the red Corvette. I turned to Bill and said something like "Wouldn't it be nice if the Jag was ahead of the 'vette on the next lap?" Well, I wasn't the only one who felt that way. Sure enough, the next lap the white car rambled by ..., the red car rambled by ..., then the anticipatory rumble

was broken by a mighty cheer as the Jag led the Corvette into the turn. I mean, **everybody** in the section of bleachers behind us was rooting for the Jag!

Each lap was a repeat, with a roar or mighty sigh offered up as the 3rd and 4th place cars dashed into the turn. And the lime green 'Vette was hot on their heels, waiting for either of the cars in front to make a mistake. It was a good race.

Small bore production also provided some interesting racing. I swear there was one lap in which the Elan, the Elva, the Lotus Seven and the funny looking white German car, and each had a stint in front for the two turns and short straight I could see. Real racing it was, as was one of the Formula groups. I didn't see the whole thing as I was heading back to the car for some more sunscreen, but the laps I did see had these three Formula Vees nose to tail going under the west footbridge — each time a different car heading in first.

Some lowlights:

I couldn't find the Hibachi, and Karen and I had to have our anniversary filets (gasp!) pan fried! It was still pretty tasty, as I was well immersed in a good wine marinade by then. Next year, Tournedos Oscar.

The Vintage class had some memorable cars this year, including a very nicely restored Bugatti (read many \$\$), a beautiful maroon Alfa supercharged 8C2600 or some such from the mid thirties. You know, the straight eight design which Triumph stole, er, borrowed for the Dolomite. It rolled.

The Bugatti had some problems also. A fellow I know from his days in Salt Lake was running in the

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.

OCTOBER 12: END-OF-THE-SEASON DINNER IN PARK CITY. MEET AT THE K-MART AT THE MOUTH OF PARLEY'S CANYON AT 6:00 PM. CONTACT THE EDITORS (BILL OR JULIE), 582-9223 BY WEDNESDAY OCT. 9 IF YOU ARE COMING.

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

DECEMBER: NO EVENT.

JANUARY 18: TECH SESSION. TOPIC?

FEBRUARY 15: POT-LUCK DINNER.

Vintage class morning practice, and spun his TR3 in one corner, stalling on the track. The Bugatti came around the corner and was unable to stop in time, and struck Henry's TR3 in the left front wheel. Major suspension damage to TR, the Bugatti broke a headlight and bent the handcrank. That thing is solid! No problems making it to the feature race after lunch. It fared much better than the Bekeley, which snapped a rear axle and sent both car and driver, John Burnham, head over axle into the swamp. The car was in bad shape, the driver

taken to the hospital for observation overnight. He was already suffering back troubles, and this didn't help.

Another lowlight, I think, was a '33 Alvis racer. A fine piece of British machinery, with a straight six fed by three miniature SU carbs. But what REALLY got me was when I was checking out the alloy rear axle casing I saw that the rear shocks were Armstrong levers, exactly like the ones on my TR6! Somehow I got the feeling that it wasn't the Alvis that was upgraded to '70s Triumph standards.

In general, a fun event, thanks to Kirk for the pass and to Bill for getting the campsites reserved. This vintage racing could be fun — maybe tomorrow I should pop down to the shed and take a look at the Rust Rocket....

Footnote on Steamboat

I think this was the 8th year for the race and concours and it had the biggest turnout from the BMCU ever. Greg Chester and his son were on their way back from the VTR convention in Kentucky in the TR-3 and stopped in. Mike and Caroline Cady brought their XK-150 over for the concours. Everybody else drove something more modern. The concours had the usual collection of very unusual cars: a Singer, Messerschmitt, Countach, not one, but two Bugattis and many, many more. Congratulations to Mike Cady who won his class in the concours.

Members at Steamboat included: John, Beth, Mark, Karen, Greg, Ryan, Mike C. Caroline, Mike G., Marvin, Kirk, Julie and Bill.

Left over parts

For September we sent out 164 newsletters. Thanks to Jim and Michelle for getting them copied, folded and sent out while the editors went to Denver and Steamboat Springs.

The editors went to Denver to get the paint stripped from the Bugeye by dipping. Denver is the closest place where someone has the facilities to dip an entire car. It's done by Joe Piz of A-1 Auto and Metal Stripping. The process removes both paint and RUST. Just plan your trip so you don't bring the shell back in the rain!

New members during September include: Victor and Judy Barbo, they have a '60 MGA; Richard Fallows, Richard has a '61 TR-3; Marvin Match, he has a '75 MGB; Doug and Val Cairns, they have a '74 Lotus Europa; Scott Paine, Scott is looking for a car, maybe a chrome bumper MGB or a TR-3, -4 or -250; John and Sue Ann Ahrendes, they are restoring a '49 TC.

Reed Baier has volunteered to help with membership replacing Rich. Give Rich a pat on the back when you see him next. He handled the exchequer, membership, and the newsletter for the club initially (including nearly totally supporting the newsletter during the first year) and the last two jobs until just recently. We will change the future membership forms over to Reed's address. Martin Van Nood is the new Chancellor of the Exchequer.

Anybody organizing a storage group for the winter?

Tech session season is fast approaching (notice the length of the calender) and we need ideas

for topics. Don't be shy. If you don't understand how to do something, a lot of other folks won't either. Let's all learn how from an expert. In the past we have had sessions on carb rebuilding, tune-ups, painting, interiors, winterizing cars and engine machine work. We will likely repeat the tune-up session in January. Pass your ideas along to the editors.

Ed Flanigan has two Bugeye Sprites for sale, call him at 972-1941 if you are interested. Scott Paine is looking for a chrome bumper MGB or a TR-3, -4 or -250. Call him at 467-3022 (H) if you have one for sale. John Ahrendes has a bunch of MG-TD parts for sale, call him in Provo at 222-9246(H). Another car for sale is a '69 Ford Cortina (English Ford), excellent shape, \$1,800 or best offer. Call Miro at 531-6329.

Mark Bradakis, Greg Chester and his son Ryan attended the Vintage Triumph Register convention in Covington, Kentucky in August. Mark flew there while Greg and Ryan went by TR-3. They have promised us the story of three weeks in the TR-3! Mark won first place in the VTR autocross in a borrowed car and Greg won a second place in his TR-3. Congratulations to both of you.

The BMCU had a good turnout at the Senior Citizens Concours de Elegance at the U of U in September. With cars in the show were Bob Van der Speck ('51 MG-TD), Bill Van Moorhem ('52 MG-TD), Mike Cady ('54 Jaguar), Tony Morgan ('63 Morgan), Brad Parkin ('68 TR-250), Greg Chester ('59 TR-3), Ron Christensen ('62 Sprite), Jack Elder ('65 Jag) and Laurie Hope ('71 Lotus Europa). Bill won a third in class. Anybody else win? Considerable interest was

shown in the club and a bunch of applications were given out.

Fred DeSmet of Midvale Radiator, 153 North Holden (7600 S. 700 W.), Midvale, has offered all club members discount prices on radiator work. See Fred and tell him you're from the BMCU.

It looks like an All British Show is in the works for next year. The idea that is floating around is a combination of show and a driving event, funkana, rally etc., perhaps in May. Somebody want to help work this out? We need a volunteer to handle this.

There seems to be interest in ordering another set of grill badges. We have to order a minimum of 25 badges and a year or two ago they were \$17. each. If that price still holds, it requires a \$425.00 outlay to get them, more then the club has! To allow us to order them we have to have at least 12 prepaid. We will gather some current price information, hopefully by the October dinner and certainly by the next newsletter.

(from page 1) In 1950, Triumph built 10 of the VW beetle sized cars.

From the exchequer

Balance as of 8/20/91 (Exchequer has \$249.80,	
Editor has \$100.43)	\$350.23
September newsletter cost	-\$47.27
September donations	+\$9.00
Prizes at the September event	-\$10.00
Balance as of 9/18/91 (Exchequer has \$249.80, Editor has \$52.16.)	\$301.96

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Chancellor of the Exchequer: Martin Van Nood, 268-4105 (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 Reed Baier, 11360 Drystone Avenue, Sandy, UT, 84092 or call Reed at 572-3047 (H).

BMCU

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