

British Motor Club Of Utah

Volume 5

Number 1

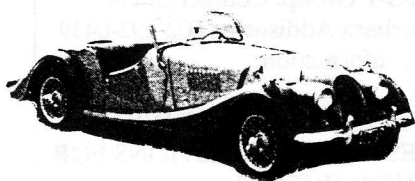
August, 1992

Last time we tried it snowed!

So we are going to try again to have a picnic at Brighton. The August event will be *Saturday, August 8*. We will *meet in the Park-N-Ride parking lot at the mouth of Big Cottonwood Canyon, 70th South and Wasatch Boulevard at 10:30 am*.

Bring a picnic lunch and picnic things, blankets, volley balls, bug spray, etc. Reed is trying to get Brighton Ski Area to let us use their facilities for free, but if we have to use a Forest Service picnic area there will be a charge of \$4. per car. Call Reed Baier at 572-3047 (H) if you need more information.

Special thanks to Moss Motors, Parts Master, Moss Distributing, Victoria British, Ramco Machine, and Trolley Square for this year's Alpine Loop prizes



When was the first Morgan built and how many wheels did it have?

And the rain came down

As Julie and I drove down to South Towne Mall, the weather looked threatening, but after we arrived it began to break up and look better. The group built slowly, as it normally does, but over thirty cars had assembled when we held our planning session and got lined up. Exiting the lot was slow—we either need to find a new location to meet, where there are fewer stops and turns, or meet on the east side of the mall and exit directly onto State Street. A few more cars joined up as we moved out and others met us at the Alpine Store, giving a total of 39 cars plus three "foreign" ones.

The drive up the hill was fairly typical, slow with lots of curves and a rapidly climbing temperature gauge, but was enlivened this year by sheep in the road, one TD having an electrical problem and needing a push, and a bit of rain falling as we approached Sundance. This rain caused the cautious, and the wise, to stop and erect hoods (tops, for those of you who are still struggling with the correct terminology). Since the rain showed no sign of decreasing on our arrival at the Sundance parking lot, there was a lot of flailing about with hood sticks, grunting with stiff vinyl and four letter words by those who were sure that they would never need the hood, while two MGB-GT owners and an MGA coupe owner stood smugly by.

In the end, everybody seemed to find some sort of rain protection for their cars and then retreated to the few umbrellas on the deck and the porch on the store, where we all "enjoyed a pleasant picnic lunch." Some folks looked like they had

fallen in the creek, while others managed to stay quite dry. Nathan devised the most unique method, walking around while wearing the car's tonneau cover. Luckily, by the time most folks finished lunch, the rain nearly stopped so we could draw for the prizes. We had quite a bunch of prizes (over twenty-five), and Jim Densley ended up with the major one: a top-quality car cover. We have to thank Moss Motors, Parts Master, Moss Distributing, Victoria British, Ramco Machine and Trolley Square for their donations. With the donations, we raised over \$200. to keep the group going a few months more.

Most of the gaggle headed off toward Heber after the stop at Sundance, but a few went off toward other destinations. The drive to Heber was the coolest we have ever experienced and the stop there was not really needed. Again a few folks took off in various directions, but the majority continued the drive through Kamas, Oakley, Brown's Canyon and Park City. A partial list of the gang include: Dave, Myrna, Nathan, Linda, Bruce S., Mark, Joe, Kevin, Pete, Lillian, Ron, Ryan, Kees, Beckie, Bill P., Mike B., Sharon B., Brad, Nancy, Phil, Reed, Claren, Mike O., Nathalie, Mike J., Angela, Pat, Jim, Dave, Bruce D., Judean, Marriott, Craig, Jory, Dan, Sharon F., Doug, Joyce, Martin, Susan G., Jesse, Barry, Denise, Becky, Laura, Susan H., Rob, Eryn, Dan, Sandy, Craig, Judy, Jim, Steve, Edwin, Blake, Jonathan, Alison, Greg, Susan C., Julie and Bill V. Sorry, but we missed the names of most who joined us at Alpine.

Left over parts

We need some folks to organize the September drive and the End-of-the-Season dinner. Let the editors know if you are willing to help with one of these. We looked into the status of the grill badges in early July and they still were among the missing. Duff orders them from the guy who runs the MGC Register, who in turn orders them from somebody in the Far East. We are working on it.

This is the last newsletter before the GOF and after the date to register and get listed in the program. I suspect that you can still register, however. The GOF is for all MGs and is in Jackson, WY from August 31 to September 4. Call Bill or Julie for registration info. The current plan is to drive up Monday and return Friday. The list of those who are going is very confused, but there appears to be about 5 cars going. Everybody who wants to caravan there, please make sure to contact us, Bill or Julie, 582-9223 (H) or 581-7687 (W), in mid-August, even if you have contacted us earlier.

The editors are going to Steamboat Springs, from the GOF in Jackson, for the vintage racing over Labor

Day weekend. This has become a major vintage race of national calibre. Many of the cars raced are British and there is a good concours, too. Reservations in a motel are probably impossible now, but if you want to camp, we have two sites reserved and can squeeze a bunch of folks onto those two sites. Let us know if you want to join us.

A couple of thoughts on the Alpine Loop—some folks feel it is getting too big and we should stop advertising it. We would shift the advertising to the British Field day and use that to attract members to the club. We would still hold the loop but not try to get non-members to attend. Another unrelated idea is to start the Loop run in the afternoon, so that we have dinner at Sundance and arrive in Salt Lake before dark. This would give cooler temperatures but may require driving after dark for those not living in the Salt Lake Valley. What's your opinion? Another couple of ideas that are floating around include the Mount Nebo Loop, from Santaquin to Nephi or reverse. We could go down Redwood Road and along the west and south sides of Utah

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 8 PICNIC. MEET IN THE PARK-N-RIDE AT THE MOUTH OF BIG COTTONWOOD CANYON AT 10:30 AM. BRING A LUNCH.

AUGUST 31-SEPTEMBER 4 GOF West (Gathering of the Faithful) for ALL MG owners at Jackson Lake Lodge in Jackson, WY. Who knows when there will be a GOF that's closer! Contact the editors, Bill and Julie, at 582-9223 (H) for information.

September 5-7 Vintage racing and concours at Steamboat Springs, CO. The editors have two campsites reserved. If you would like to join us, let us know.

SEPTEMBER 12 DRIVE TO ?

OCTOBER 10 END-OF-THE-SEASON DINNER

October 9-11 Triumphest in Buellton, CA. Call 805-933-3684 for information.

November 6-8 Mini-GOF at Lake Havasu, AZ put on by the Tucson MG-T Group. Contact Bill or Barbara Addison at 602-292-0439 for information.

NOVEMBER 14 TECHNICAL SESSION. SUGGESTIONS FOR THE SUBJECT?

JANUARY 16 TECHNICAL SESSION. SUBJECT?

FEBRUARY 13 POT-LUCK DINNER

MARVIN/Tom Armstrong



Lake to either Nephi or Santaquin, go over the loop and return. This is about 200 miles, twice the length of the Alpine Loop, and it would require a early start, lots of rest stops and a early evening return. The second idea is to do an overnight tour, to a point yet to be determined. Mainly we are looking for a nice place to stay, with a bit of charm. We have discussed a bed and breakfast, but there appears to be few in Utah, Idaho or Wyoming, except in Salt Lake. Does anybody have any ideas? We would want to drive about 200 or slightly more miles a day. Does anybody know of a pleasant motel or hotel with a good restaurant nearby, about that distance from Salt Lake? Or a particularly spectacular drive with

decent motels and restaurants? We need ideas for next year. These two ideas could be combined but the distance is a bit short.

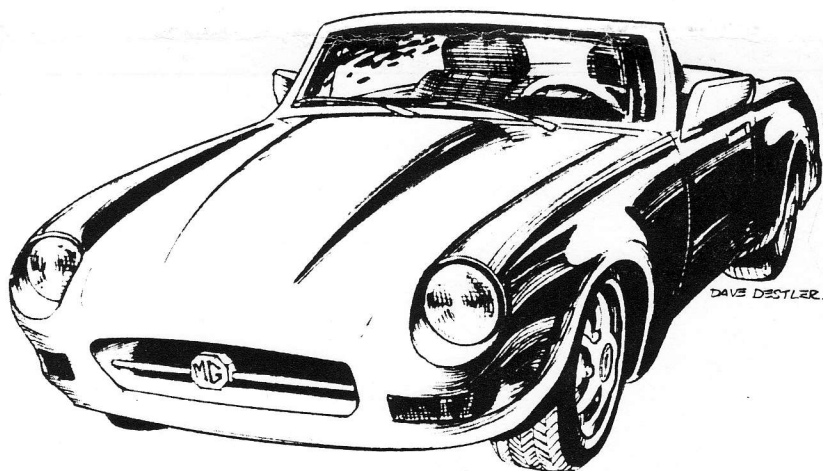
Laurie Hope reports that the Lotus Europa won a second place in the foreign category at the Golden Spike Club show in Odgen. Good going Laurie and O. C.!

We sent out 192 July newsletters and will likely break 200 this month. New members this month include: Christopher Balangie; Ken Milnes, Ken has a '73 TR-6, Dave and Myrna Phillips with a '52 MG-TD; Bill Underwood, Bill has a '80 MGB; Craig Bartholomew, Craig has an MGB-GT and an MGA.

I still have not heard a final accounting, but the British Field Day must have raised something between \$150 and \$200. We donated the entire amount, minus some costs, to St. Mark's Cathedral. They have returned \$50 to us and offered free use of the room at the cathedral for the Pot-Luck Dinner in February.

Any aspiring writers out there? The newsletter can always use articles. Write up some of your experiences with your car and send it to the editors. The club can really use any help it can get. If you would like to take part in the operation, publicity, event planning, or whatever, let us know. I don't think we have ever turned anybody down.

A new MG?



The August 1992 issue of British Car magazine reports that the Rover Group (Austin-Rover, until a couple of years ago) has confirmed a new MG is in the works. This new MGR (R for Retro) will be powered by the now familiar Rover 3.9 V8.

An artist's concept drawing with the article shows what the new MG might look like—an updated MGB. Throw in beefier suspension, brakes, and steering, then throw in some

leather seats and fine wood trim, and it's all yours for just \$42,500.

Although the first production will be UK only, Rover officials hint at US cars, too. But will they sell? The article notes that for the price, you could get a Lotus Elan.

Rover is also talking a new midget, along the lines of the Miata, and just maybe an upscale, \$70,000 car to go head-to-head with the Anglo-American Jaguar.



Autojumble

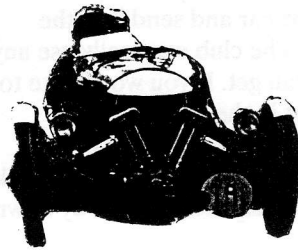
Chadd is looking for a Spitfire Mark III body and suspension — he has the engine and transmission. There must be a title for the car. Call Chadd at 480-1244.

Kim has a '71 MGB for sale. She has owned it for 15 years, but it has been stored for the past three years and was running when stored. The body is real clean, but it needs some interior work. \$1000. OBO. You can reach Kim at 265-1277.



From the Exchequer

Balance as of 6/23/92 (Exchequer had \$317.22, Editor had \$6.25)	\$323.47
July newsletter cost	-\$53.94
July donations and raffle (\$186. from the raffle and \$32. in donations and what-not)	+\$218.00
Check to Bill Davis for St. Mark's Cathedral	-\$130.00
St. Mark's to the BMCU	+\$50.00
Approximate balance as of 7/21/92 (Exchequer has \$255.22, Editor has \$152.31)	\$407.53



(from question on page 2) The first Morgan, a three wheeler, appeared in 1909. A four-wheel Morgan was first shown in December, 1935.

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, 486-2935 (H).

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 automobiles owners. The group holds 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

1322 South 1400 East
Salt Lake City, Utah 84105

Gary & Sandy Lindstrom
915 Third Avenue
Salt Lake City, UT 84103

