

British Motor Club Of Utah

Volume 5

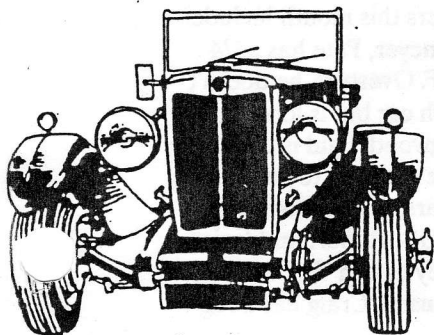
Number 3

October, 1992

Would you believe that it's the end of the season?

And time for the End-of-the-Season Dinner. The dinner will be *Saturday, October 10 at El Cheepo's in Park City*. We will meet at 5:30 pm at the K-Mart at the corner of Foothill Boulevard and Parley's Way at the mouth of Parley's Canyon. You go directly onto Parley's Way by heading east on 21st South. If you want to meet us in Park City, El Cheepo's is on the West side of Main Street across from the Brew Pub.

The plan is for the group to arrive at El Cheepo's between 7:00 and 7:15. Dinner for one can be had for under \$10. The food is said to be very good and in the Southwest style. For more info contact the editors, Bill or Julie, at 582-9223(H). As has become traditional, if you do not bring your British car you must bring part of it or be the butt of jokes for the evening. If you are going to bring your British car check your lights and if they don't work you need to go to the (see the next column)



Tinker day

It's time for the Fall Tinker Day. This is your chance to get some help with that problem you have been ignoring all summer, to use some tool you don't have, or to get as many opinions on how to fix something as there are people present. If your car is in tip-top shape this is your opportunity to watch other people work and to talk cars.

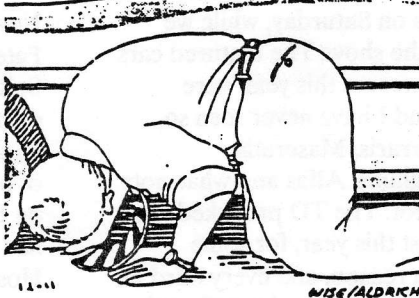
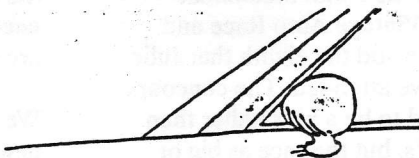
The Tinker day will be Saturday October 3 at the Fat Chance Garage located behind Mark Bradakis' house at 739 South Park Street in Salt Lake. Mark's is most easily reached by turning north

onto Park Street (540 East) from 800 South, where Park Street jogs left, turn right into the driveway or park as close as you can. We will start at 10:00 am and continue till everybody goes home.

If you need advice on whether we can help, what parts you may need or what may be wrong, give Mark a call at 364-3251(H). If you need parts, be sure to bring them along. Stop by with or without your British car.

Last month we asked you about the Triumph copy of the Alfa Romeo 2300C that was designed and raced by Donald Healey. What happened to the car he raced?

REAL LIFE ADVENTURES By Wise and Aldrich



When you're a kid, the scariest sounds come from under the bed. When you're an adult, they come from under the car.

Bill and Julie take top honors in TD Class at GOF West '92

By Mike and Sharon Bailey

Competing with an exceptionally large and exceptionally fine group of TD exhibitors at GOF West '92 recently held in Grand Teton Park, Wyoming, Bill and Julie Van Moorhem's 1952 red TD took top honors. Judging was by popular vote and is a compliment to not only the beautiful condition, but the originality and the fact that Bill and Julie drove their automobile to the event. The field was filled with beautiful cars from all over the west and we are very proud of Bill and Julie for capturing this honor.

A grand time in the Grand Tetons

By Mike and Sharon Bailey

As first-timers to the GOF West, we set out on an adventure, Sharon driving her '77 B following Mike in the '52 TD (whispering prayers it would make it). We began a spectacular drive through Logan Canyon viewing autumn colors and, of course, the beauty of Bear Lake. It was a good thing we drove up Sunday, because it began raining on Monday and thereafter it was not uncommon to see a TD or TC driver scrunched behind the wheel going like a bat-out-of-hell in an attempt to stay dry, or at least get to the lodge as soon as possible.

The setting of Grand Teton Lodge and the beauty surrounding was spectacular and would have been enjoyable even without the wonderful array of vintage MGs. Wild life was plentiful to see, including the bull moose that came for breakfast one morning, munching the shrubbery around the lodge patio. The cars were as spectacular as the scenery; I didn't count, but estimated that over 100 MGs were on display including a rare 1953 Arnolt. There were the pre-war models, including a 6 cylinder N-type that was driven from Illinois. TC's were in force, many being driven over 1,000 miles to the event. We have never seen so many TDs in one place before.

From the BMCU were Floyd and Kathy Inman with their beautiful '53 TD, also Bill and Julie Van Moorhem's '52 TD which took first place in the TD class, quite an accomplishment considering the number of excellent entries. Also there was our '52 TD, which was driven for the purpose of having a good time, and we sure did that. Only a handful of TFs were

displayed, and all MGs 1957 and newer were put in one class and parked way at the end of show lot. However, those of us that are proud of Bs were happy that they included a "Modern" class this year for the first time.

The sun did shine for the show and the rally/tour that followed. Instructions were staggered so that you met vintage MGs coming and going in this beautiful setting while driving a spectacular route to the top of Signal Mountain and back. Thursday's Funkana started slow, until Floyd driving and Mike navigating in Floyd's '53 TD, showed everybody how to ring the bell (balancing the car on a teeter-totter). After their excellent demonstration the following competitors aced them right out. Reluctantly leaving on Friday, we gathered numerous rolls of film and numerous memories of a great time with some really great people. Every MG lover should consider the GOF for a vacation. By the way, next year's will be in either Tahoe or northern California.

Steamboat again

This was the Ninth Steamboat Springs Vintage Auto Race and Concours and the eighth that Julie and I have attended. The concours appeared to be a bit smaller than last year's, but the race as big or bigger than it has been. We showed the TD and so missed the race practices on Saturday, while we were at the show. The featured cars in the concours this year were Italian and I have never seen so many Ferraris, Maseratis, Lamborghinis, Alfas and what-nots in one spot. The TD provoked lots of interest this year, for some unknown reason, and every third or fourth person seemed to tell us that they owned one in 1960-something and that they wish they had never

sold it. We were first in class and Mike and Carolyn third with the XK-120. The racing Sunday was as impressive as usual. Lots of rare and expensive machines going fast around a street course. The trend seems to be toward owning multiple big-buck cars. There was one guy there with four Jags, two E-types and two XK's, but there were still a lot of cars that were closer to the other end of \$ scale. The club was represented by Greg Vinson, driving a (non-British) Forsgrini and Roger Davis and Fritz Lindbeck with their Sunbeam Alpine. Roger promised us a driver's description of the race in the future. Spectating were John, Beth, Mark, Karen, Charlie, Mike, Carolyn, Julie and myself.

Left over parts

At present, it appears that the November Tech Session will be on rebuilding SU carburetors, and the January session on tune-ups. We had a tune-up session a few years ago, but could probably use another. If anybody has a good idea for a technical session, I am sure we can do it in place of one of these, which I just made up to fill in the blank in the newsletter. We need generic topics, not ones that are not too specific to one marque.

We sent out 213 September newsletters, thanks to Jim for copying them.

New members this month include: Pete Poggemeyer, Pete has a '74 Spitfire; L. F. Overturf, he doesn't own a British car but is looking; Paul Collingwood, Paul is co-owner of one of the shops in town working on British cars; Dan Olson, Dan has a '69 MGB; Robert and Lois Hoskins, they have a '51 MG-TD; Craig L. Hansen, Craig has a Jag Sedan.

Cedar Valley / Eureka Tour

By Gary Lindstrom

Question: What was Utah's third largest settlement in 1860?

If you guessed Strawberry Reservoir on opening day, you're wrong. The correct answer is Camp Floyd, with a population of 7,000 soldiers and camp followers.

An indefatigable expedition of BMCU'ers mounted a cavalry of sixteen British covered (and uncovered) wagons on Saturday, September 12 to reconnoitre this historic site. The muster bugle blew at 10:30 am at the River Pointe Plaza, though final departure awaited last-minute procurements.

Amply provisioned, "B" troop dispatched south on Redwood Road (Route 68) through Historic Riverton and West Jordan to Route 73, where advance scout Jim had secured all points west with his trusty steed Spitfire Red. The convoy streamed past the last trading post (The Cedar Valley Country Store, adjacent to the "Boy Named Sioux" Saloon), to Fairfield, for a picnic lunch on the grassy glade of the Stage Coach Inn.

Although the Inn is closed for restoration, it abounds with history, having been a stop on the Overland Stage Route from 1859 to 1868, and the Pony Express from April 3, 1860 to October 26, 1861. Across the street from the Inn is a small but charming museum housed in the Commissary of Camp Floyd, which was established in July 1858 and abandoned in July 1861.

Camp Floyd housed "Johnson's Army", the largest US military force of pre-Civil War years. Their mission was to cast a moderating

eye on Utah's potentially rambunctious natives — indigenous and Sainly. Floyd was John B. Floyd, President Buchanan's Secretary of War, who was later discovered to be a Confederate sympathizer. This embarrassment caused Camp Floyd to be "Camp Crittenden" in its final years. In any case, all that remains today besides the Commissary is a quiet cemetery.

After lunch, the BMCU Expeditionary Force was given some disheartening G2 (intelligence). Extensive prior exploration by Gary, Mark, and Julie revealed that the only fully-paved loop to Eureka was via Stockton on Route 36, about 30 miles longer than originally estimated. Undaunted, the force pushed on, stopping next for cold refreshments in Vernon, where visions of a "Fat Chance Garage West" danced in Mark's eyes.

Continuing south, the Force learned its G2 was faulty, finding a 10-mile stretch of "being re-improved" highway into Eureka. Gleefully, irrepressible members dazzled the pilot car driver with a slalom demonstration, carving double helices around pylons.

Once in Eureka, slaking thirsts was top priority — in the Pit Stop Drive-In, C-store, or Golddigger Restaurant. The Golddigger featured Lipid Burgers, cold barley water, locals transformed into Triumph-owner wannabes, and a mostly level pool table.

The drive home through the Tintic Mountains to Elberta and along the west shore of Utah Lake was done in platoons. A few rain drops fell, but, with the objective secured, the expedition was a success. Total driving distance: $131 \text{ miles} \times 5.125 / 4.3 = 156.13372$ (someday, gotta correct the speedo for that new rear end). Those Honorably discharged included Gary, Sandy, Barry, Denise, Becky,

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 3 TINKER DAY AT THE FAT CHANCE GARAGE. BEHIND MARK BRADAKIS' HOUSE AT 739 PARK STREET, SLC, 10 AM TILL ?

October 4 Autocross at Alta High School, 11055 South 1000 East. Racing starts about 11:00 am, be there earlier if you want to register to race. Call Mark at 364-3251 (H) for more information.

OCTOBER 10 END-OF-THE-SEASON DINNER AT EL CHEEPO'S IN PARK CITY. MEET AT K-MART AT THE MOUTH OF PARLEY'S CANYON AT 5:30.

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. REBUILDING S.U. CARBURETORS?

JANUARY 16 TECHNICAL SESSION. TUNE-UP?

FEBRUARY 13 POT-LUCK DINNER

Mark, Mike B., Sharon, Doug, Joyce, Bill U., Wendy, Steve, Craig, Edwin, Bill V., Julie, Jim, Scott, Tim, Janis, Haw, Karen, Nicholas, Mike O., John, Jonna.

Would you believe the grill badges are here? They really are! We have two that are not spoken for at the moment and two that one person has said he wants, but has not paid for. If you paid for one try to come to one of the next few events, or stop by my house, and pick it up. We would really prefer not to have to mail them to you.

contact him at 262-9361(H). Martin Van Nood has some black interior panels, door panels and such, for a TR-250. They may fit other cars, he is not sure. He will take any reasonable offer. Call him at 268-4105 (H).

Two new fiberglass rear fenders for a TR-6 for sale. \$100. each obo. Bart Ewer 753-9129.

Approximate balance as of 9/14/92 (Exchequer has \$315.22, Editor has \$169.76) **\$484.98**

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

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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).

Autojumble

Paul Pellum, in the Brigham City area, has a MGB for sale. I can't remember what year (mid 70s?). 723-7597 or 734-9381.

Dan Olson, 582-1932 (H), is looking for a hood for a '69 MGB.

Mike Bailey is looking for a passenger side seat for an early MGB, without head rests. He needs both the seat and mounting rails. If you have either you can

From the Exchequer

Approximate balance as of 8/20/92 (Exchequer had \$255.22, Editor had \$133.79)	\$389.01
September newsletter cost	-\$60.03
September donations	+\$76.00
Grill Badge Purchase	+\$80.00

(from question on page 1) It stalled on a railroad track and was completely destroyed by a train.

BMCU

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