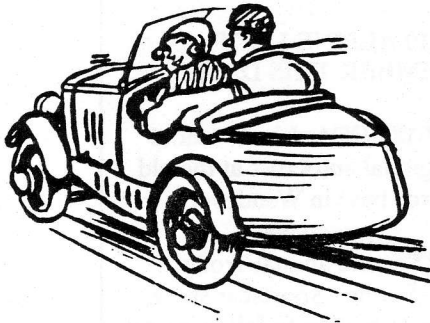


British Motor Club Of Utah

Volume 5

Number 11

June, 1993



Back to the mountains!

The June event will be a new variation of the Trapper's Loop Run. It will be held on **Saturday June 12**. Meet either at the **K-Mart at Foothill Boulevard and Parley's Way** (heading east along 21st South will take you onto Parley's Way) **in Salt Lake before 9:00 am or at the store, the Old Farm Market, in Mountain Green at 10:30 am**. We may be tight on time and will need to leave K-Mart at 9:00. Those of us going from Salt Lake will go to Mountain Green via East Canyon. We will meet the remaining group in Mountain Green (wait for us, we will arrive) and then go over the loop road to a picnic in the park in Huntsville. The oldest saloon in Utah, the Shooting Star, now converted to a restaurant, is nearby, but it is VERY small and won't hold us all, so we suggest you bring a picnic lunch. After lunch, those interested will go to the Air Force Museum at Hill Field for a free tour. Mike Cady is planning the trip, so for more information call Mike at 825-7254 in the Ogden area.

The TR2 first appeared on the market in 1953. The TR8 last sold in 1981. When was the TR10 sold?

Beautiful weather for the Field Day

You wouldn't have believed it at 7:00 am, but after the huge black cloud blew by with the accompanying rain, hail, lightning and thunder, the day turned out to be great.

Nearly sixty British cars and bikes turned out for the field day, with the British bike club, the Healey club, the Jaguar club and the Landrover club well represented, as well as the BMCU. The number of spectators was way up from what we had last year. Both the number of cars, bikes, and spectators would likely have been bigger if the weather had been better at the start of the day.

Clearly, Salt Lake is ready for a British Field Day. Bill Davis, who's brainchild this is, reported that it grossed about \$2500 and netted about \$800, plus over 300 cans of food, for St. Mark's. Many thanks to Bill Davis and Duff Lawson for pulling it off, bigger and better, for a second year.

The funkana was a real crowd-pleaser, and three "crews" were scoreless — "points" were added for errors, so a scoreless run was a perfect run. The three crews were: Jonathan Hermance and Joe Ford, Steve Bender and an unknown co-driver, and Fred and John DeSmet.

Any ideas of how to improve the event for next year? Who or what are we missing for the event? How can we get away from the "show" mode, and get the cars and bikes moving? Pass any ideas along to Bill Davis, 966-4119, Duff Lawson, 487-5192, or the editors. There are still Field Day T-shirts and hats available. Give Bill Davis a call if you want to buy one.

Fat Chance Garage suffers a financial set-back

A fair-sized group of BMCUers showed up on May 16 to try autocross after Mark's invitation for the entry fee paid for by the Fat Chance Garage. Regulars Mark and Jim were there along with Karen, Doug, Edwin, Rob, Joe, Kent, Jonathan, his daughter Laurie, and Bill. Scott was there, but not with his British Car, and Bruce and Kees stopped by to see what was going on. A good turn-out for our first successful outing to the autocross. All had fun, except for Mark who was trying to figure out how to keep the Fat Chance Garage out of receivership.

The SCCA was also somewhat overwhelmed by the turn-out of folks who had no idea of what was going on. After a few excursions off-course, the novices all managed to run the course with improving times and not undue embarrassment. The TR6, MGBs and MGA were running in the mid fifty second range, while the more experienced or those with newer or modified cars were in the mid to low forties. Mark, Jim and Edwin were 1, 2, 3 in their class, Rob was second in his class, and Doug was second in his. Scott was first in his class with a non-British Car. Mark, I think we need to do this again!

Left over parts

Got a letter from Mike Cady explaining the meaning of "XK" as in XK-120 Jaguar. "XK" referred to an engine rather than a type or style of car. The X (or experimental) engine started out as four separate power units, coded XF, XG, XJ(4) and XJ(6). All were twin cam engines. The XJ was the true forerunner of the XK engine.

During this period of engine development, a frame and chassis were being developed. This was to be the MK 7 sedan. However, the Jaguar aluminum, open, two seater (O.T.S.) was created, using the XK engine. The top speed was to be 120 miles per hour, thus the "XK-120." Thanks for the information Mike.

A couple of warnings. One member spoke to me about a problem with some parts he ordered from British Parts Direct in California. He ordered a head for a MGA 1622 engine and received what appeared to be a head for a MGA 1600 with the identifying marks ground off. This company does not enjoy a good reputation with the British Car Computer Newsgroup, mainly for lack of quality in their machining work. The second comes through the Portland Triumph Club, and is related to someone who was very displeased with a steering wheel restoration done by Fabrizio Parts House in Garland, TX. Let the mail orderer beware.

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 6 SCCA autocross at Weber County Fairgrounds. Contact Mark Bradakis at 364-3251 for information on all autocross events.

JUNE 12 TOUR IN THE OGDEN AREA: EAST CANYON, TRAPPER'S LOOP, HUNTSVILLE.

June 12 SCCA car show at South Towne Mall?? Call Mark to make sure.

June 13 11th Annual Associated Wheels Charity Car Show for Arc of Utah (Association of Retarded Citizens) at the U of U. Contact Rick Llewelyn at 966-0258 for information.

June 12-13 Rocky Mountain Chapter of the MG Car Club of Denver 41st annual Glenwood Springs Rallye, autocross, show and tour. For information contact Ron Shaw, 303-469-5960.

June 26 Healy Days '93. Meet at Sugarhouse Park at 9:00 am. Rally, show, and picnic.

June 27 SCCA autocross at South Towne Mall.

June 28-July 2 GOF West in Lake Tahoe, CA. This is for all MGs. Contact Bill and Julie, 582-9223(H) for information.

JULY 10 ALPINE LOOP. REMEMBER THIS DATE!

July 17-18 SCCA drivers school and regional autocross at the old Air Force base in Wendover.

July 24 Second annual Trolley Square Foreign Sportscar show. More information to follow next month. This was a good show last year.

August 4-8 Vintage Triumph Register (VTR) Convention, Seattle, WA. Contact Mark Bradakis at 364-3251 (H) or Jim Pivrotto at 486-0547 (H) for information.

AUGUST 14 BARBECUE AND EVENING TOUR.

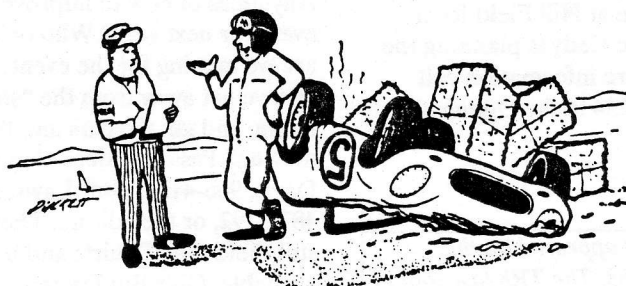
SEPTEMBER (?) MT. NEBO LOOP. OVERNIGHT?

OCTOBER 16 (?) END-OF-THE-SEASON DINNER.

NOVEMBER 13 TECH SESSION

JANUARY 22 TECH SESSION

FEBRUARY 12 POT-LUCK DINNER.



"Undoubtedly you can attribute some of my calmness to the fact that I don't own the car!"

We sent out 199 May newsletters. Thanks to Jim for copying them.

We have 199 members and just over 300 cars listed, so we continue to have about one and a half cars per member. This somewhat distorted since there is one member with eight cars listed, three with seven cars, and lots with three to six. The oldest are a 1932 MG-F, an MG-J2 with no year listed, about a '35 MG-TA, and a '37 MG-TA. The F is running and we see it occasionally, the TA is being restored, and the condition of the J2 is unknown. The newest continues to be a '91 Lotus Elan. Some unusual ones are a '49 AC

Tourer, going to be restored, an Aston Martin DB2-4, in Colorado, a TR2 that has been on several tours with us, and a '59 Berkeley, engineless(?) and in Washington.

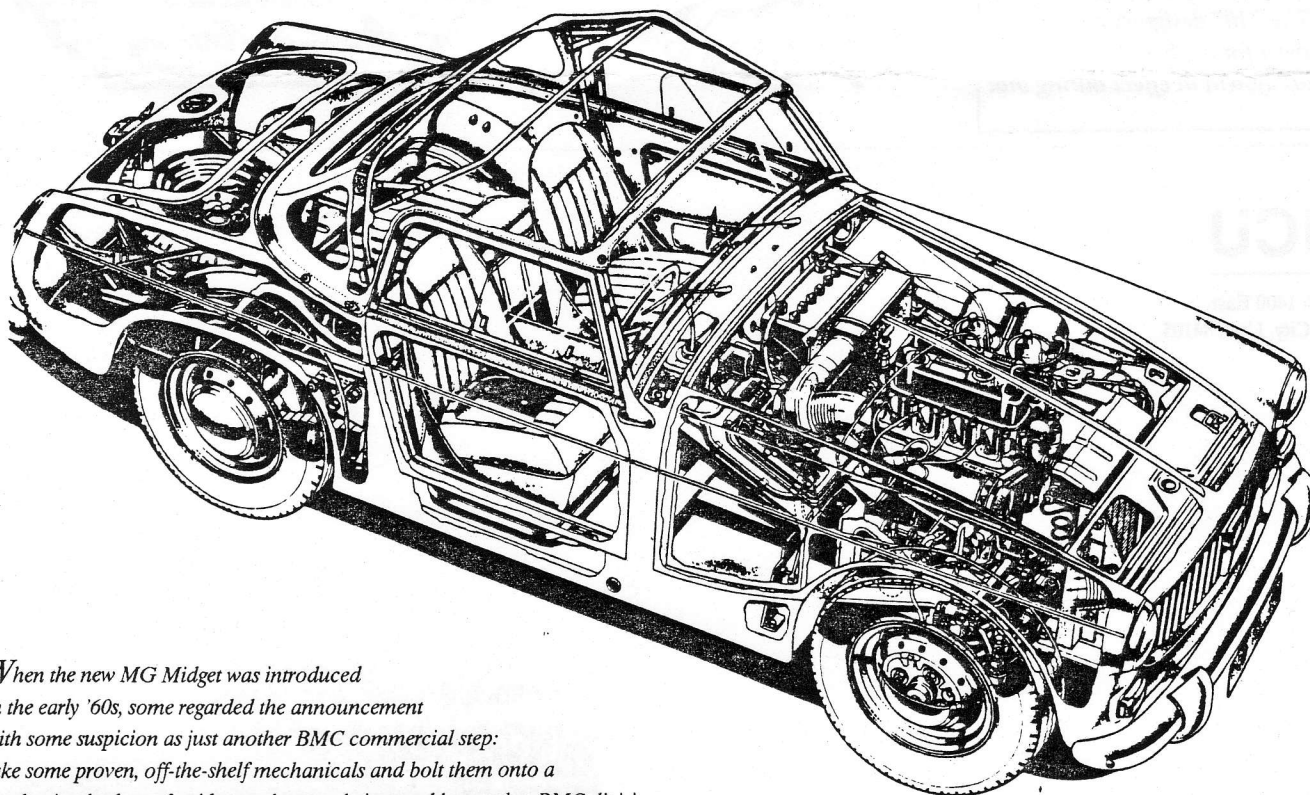
We are taking deposits for grill badges for the '93 order. We need at least 11 more people who want one, and are willing to prepay, before we can order the minimum of 25 grill badges from the manufacturer. If you want a grill badge make sure you let us know and get us a check for \$20. If we can put together a order this year we will certainly do so.

New members this month include Dave Johnson, Dave has two '79 Spitfires; Henry Hironaka, he has a '87 Sterling; Jay Martin with a '69 MGB. Welcome to the club!

Autojumble

Wanted: MGB-GT or TR6. Contact Henry Hironaka, 756-5528.

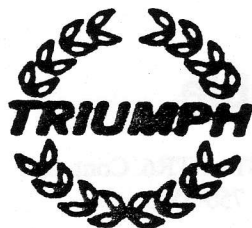
For Sale: NOS TR6 gas cap. Contact Steve Miller, 943-9236.



When the new MG Midget was introduced in the early '60s, some regarded the announcement with some suspicion as just another BMC commercial step: take some proven, off-the-shelf mechanicals and bolt them onto a production body, preferably one that was being used by another BMC division (a formula used by manufacturers to this day). Others regarded it as the revival of one of the most-loved names in motoring history.

Even though the MG Midget and Austin-Healy Sprite are nearly identical, there are some differences in styling, seating, and instrument panel layout. Both cars were quite popular.

From the Exchequer



Estimated balance
as of 4/27/93
(Exchequer has
\$388.46, Editor has
\$40.16) \$428.62

Actual Exchequer
Balance 5/25/93
\$467.25. Error + \$78.79

May newsletter cost -\$57.71

May donations + \$175.00

Estimated balance
as of 5/25/93
(Exchequer has
\$467.25, \$175. in the
mail to the
Exchequer, for total
of \$642.25, Editor is
in the hole \$17.55) \$624.70

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

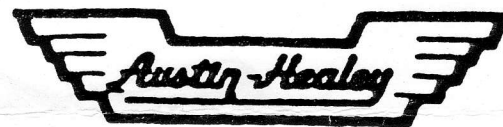
Associate Editors: Mark and Karen
Bradakis, 364-3251 (H).

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).

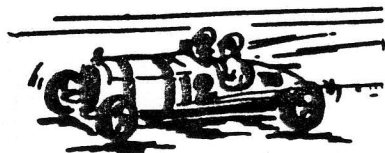
*(from question on page 1) The
TR10, a rebadged Standard 10
Saloon, was sold from 1957 until
1960. The "10" designated
horsepower for the horsepower-
based tax system in effect during that
time.*



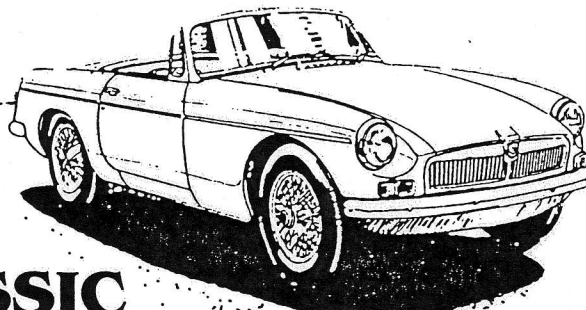
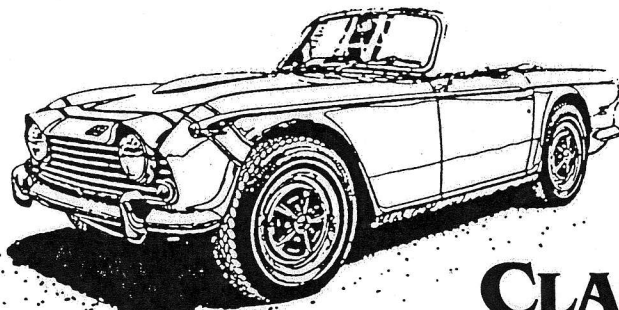
BMCU

1322 South 1400 East
Salt Lake City, Utah 84105

Gary & Sandy Lindstrom
915 Third Avenue
Salt Lake City, UT 84103-3916



Be a part of
Trolley Square's



CLASSIC EUROPEAN SPORTS CAR SHOW

July 24, 12 noon - 5 p.m.

All British, German and Italian sports cars and roadsters are welcome!

- All entrants are automatically entered in drawing to win four movie tickets and dinner for two to the Trolley Square restaurant of their choice;
- Complimentary dash plaques to all entrants;
- Visitors will vote for "People's Choice" vehicle. Plaque to be awarded;
- Feel free to leave your vehicle. Unattended vehicles will be watched over by Trolley Square security;
- Vehicles will be placed inside and outside of Trolley Square's main building. We're especially interested in vehicles from the '50s & early '60s.

Interested? Fill out the attached entry form and include photo.
Mail it in and we'll be in touch.

TROLLEY SQUARE CLASSIC EUROPEAN SPORTS CAR SHOW

Name _____

Address _____

City _____ State _____ Zip _____

Phone(s): _____

VEHICLE:

Make _____

Model _____

Year _____

Condition _____

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Mail to:

**TROLLEY SQUARE
MARKETING DEPARTMENT
367 Trolley Square
Salt Lake City, Utah 84102**