

British Motor Club Of Utah

Volume 5

Number 8

March, 1993

St. Patty's day parade

We are again planning on taking part in the annual Salt Lake City *St. Patrick's Day parade* on *Saturday, March 13*. The parade starts at 10:00 am at the Brigham Young Monument at South Temple and Main Street. The parade organizers suggest that you arrive by 9:00 am, but be sure to be there before 10:00. We will form up somewhere within a block of that location, but we do not know where at present. There will be a table on South Temple, between West Temple and Main, where they can tell you where we are located. We will try to have somebody there too, so you can bypass the crowd around the table.

As you drive in, be aware that Main Street will be blocked off from South Temple to 5th South and that North Temple, near Main, is often extremely jammed with traffic and runners in the race associated with the parade, so try to avoid it. The best approach is to get on the west

side of Main Street (crossing Main south of 5th South if you are coming from the east) and try to get to South Temple. Often the police will not let you onto South Temple from the east.

This is a low-key parade, intended to be fun for the participants as well as the spectators, and you do not need a show quality car to take part. Bring green and white crepe paper, balloons and shamrocks to put on the cars. Green hats, shirts, beards and hair are great. Irish flags, too; British flags are not desirable, however. Check that your horn works, as there is lots of horn blowing. If only somebody could figure out how we could play "Danny Boy" with our horns.

This is a good event for this time of the year, you will not be too far from home if the weather goes bad. The parade will be held if there is a light rain. If there is interest, we will go get bagels, or something, afterwards. Call Bill and Julie (582-9223 (H)) for more information.

Tinker day

It's the time of the year to be thinking of getting the car out of storage and starting to driving it again. But what about that minor problem you were going to fix over the winter, but never got around to doing? Our annual Spring Tinker Day gives you a chance to do it.

Mark Bradakis has again volunteered his Fat Chance Garage (Mark can explain the name to you), as the location. This gives you a chance to get some advice on a problem you may not be able to sort out, to borrow tools that you may not have, or to talk cars and look over people's shoulders. We will start

tinkering about *10:00 am on Saturday, April 3* and continue until everybody goes home.

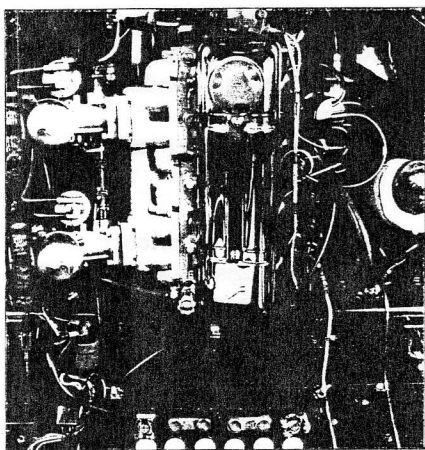
Stop by if you can, with or without your British car. The Fat Chance Garage is behind Mark's house, at *739 Park Street, in Salt Lake City*. The best way to get there is to turn North off of 800 South onto Park Street, 540 East. Mark's driveway is to the right, where Park Street jogs left. Park as close as you can get, if you can't get in the driveway.

It is traditional that it rains or snows on the Spring Tinker Day, but we will hold it come hail or high water. If you need parts for the project make sure you get them ahead of time. If you are unsure of what you may need, or if we can help, give Mark a call at 364-3251.

Why do I eat too much every year?

A small, but hardy, group of BMCUers turned out for the Pot-Luck after the blizzard of the afternoon. We had some videos of the GOF, Steamboat Springs concours and races, Eureka tour, and British Field Day. Then the food appeared and many of us ate more than our fill. Everything was so good! Thanks to Sharon and Mike Bailey for getting things arranged.

After dinner, we discussed club business: the schedule for the year, the British Field Day, and what we should do to improve the Alpine Loop. The schedule for the year is given in the Lucas calendar. Some dates are still a bit shaky. We are going to continue using the Alpine Loop as a keystone event for the year but make a few changes:



What's wrong this photograph of a TR3A engine? This picture was taken from a recent issue of "Classic & Sportscar."

meeting on the east side of South Towne Mall so there is an easier exit onto State Street, and starting earlier with lunch in the Heber area to avoid the heat of the drive between Sundance and Heber. Sundance refuses to help us in any way, so moving to Wasatch State Park or a city park in Heber will be explored. Everybody liked the idea of avoiding the heat.

The other keystone event is the British Field Day, scheduled for Saturday, May 22, the Saturday before Memorial Day. It will again be held behind St. Mark's Episcopal Cathedral and we will donate the proceeds to the cathedral. We discussed the problems of insurance in connection with the field day and its funkana. Bill Davis and Duff Lawson will again head the Field Day effort. They, along with Nathan Massie who will help with posters, can get the event set up, but they will need large amounts of help on the actual day. They are thinking of having a British parts swap meet in connection with the Field Day, so start cleaning those parts you want to sell. You will hear more about this later.

We are investigating an overnight tour to the Shakespeare Festival in Ceder City, in addition to an optional overnight tour of the Mt. Nebo loop. If you are interested in the Shakespeare Festival, give Mark or Karen a call (364-3251), or tell them at the Tinker Day. We did not get a list of folks attending, sorry.

Grand Rallye Around Britain

by Doug Wimer

Have you ever thought, as an owner of a foreign car, that it would be an exciting and memorable trip to return the car to its home country and drive it back to the factory

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.

MARCH 13 ST. PATRICK'S DAY PARADE, 9:00 AM, MAIN AND SOUTH TEMPLE.

March 21 Autocross at Wood's Cross high school. Contact Mark Bradakis for info, at 364-3251 (H), about all autocross events.

APRIL 3 TINKER DAY AT THE FAT CHANCE GARAGE (MARK BRADAKIS'), 739 PARK STREET, FROM 10:00 AM TIL ??

April 4 Autocross at Dee Events Center, Weber State University.

APRIL 17 (?) FUN RALLY IN THE PARK CITY AREA.

MAY 22 BRITISH FIELD DAY

May 29-30 Car show and autocross at Valley Fair Mall.

JUNE 12 (?) TOUR IN THE OGDEN AREA: EAST

CANYON, TRAPPER'S LOOP, HUNTSVILLE?

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

JULY 10 ALPINE LOOP

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.

where it was "born"? Being an owner of an MGTC for 37 years, I thought the car deserved a trip back home. I had been giving this some thought for a number of years and the recent trip to the UK by members of the New England "T" Register reinforced that feeling. Timing was not right for my wife and I to participate in that venture, but some members of the Los Angeles-based, TC Motoring Guild expressed interest in making the trip with a smaller group.

After a year of planning, which started in 1991, 15 members (with eight TC's) realized our dream: the "Grand Rallye Around Britain," or

GRAB. In August of 1992 the cars were shipped in containers from Long Beach, California, to London. After a month we flew over to retrieve them from the shipper and began our tour.

Learning from the recent experience of the New England Register, we decided to be as flexible as possible and allow for some rest and relaxation, if anyone wanted that. We made reservations for seven different cities ahead of time and these became our "base" towns where we stayed for two to four days. This gave us the opportunity to do what we wanted on an individual basis, as we desired. Our planned

itinerary called for us to be together from town to town and most of the time we found we took our little side trips together also.

Our planned excursions included the pilgrimage to Abingdon, a tour of the Cotswolds as invited guests of a local MG T Register group, some noggin-natter nights with local T Register members in London, as well as in Cambridge, and other local tours with local MG owners. At the old factory site in Abingdon, we lined up the cars on old Cemetery Road where our TC's lined up just like they did when they came out of the factory door for road tests after assembly.

We spent some time in Bath, Bourton-on-the-Water, Chester, Windemere, York, Cambridge and London, as well as some side trips to Wales and Edinburgh. Everywhere we went we were stopped by the Brits asking us about the cars, and in the evenings we were visited by local MG owners who had heard of our trip. They wanted to show us around their area. Without exception, they were all very gracious, helpful, warm and enthusiastic. They took many pictures of us and seemed to enjoy talking with us whenever possible.

After three memorable and exciting weeks of touring, we put the cars back in their containers for the trip home to the states, and with reluctance at the tour coming to a close, we boarded the plane for home. A trip of a lifetime? Yes! We will never forget touring through the

beautiful English countryside, driving the small roads and lanes barely wide enough for a car. What a pleasure to actually be able to do it after months of planning. We especially enjoyed our stay at a roadside inn called the Hare and Hounds, just out of Tetbury. It was exactly what you'd expect an old English inn to be like.

As you can imagine, we took many videos and countless rolls of film so we'd be able to re-live our Grand Rallye Around Britain for years to come.

Left over parts

As you can tell by the length of the calender, the season is approaching. Time to start thinking about your car.

We sent out 255 copies of the February newsletter, thanks to Jim for copying them. The current list is down to 171 after the postcards. We hope to have membership lists, with phone numbers and car owned, available at the next few events. If you want one and can't get to an event, call the editors. We collected \$345. during the postcard effort — thanks to all of you who helped keep the newsletter going.

This month's new members are: Richard and Ruth Fallows with a '64 MGB. Welcome.

The group organizing the GOF (Gathering of the Faithful) - West

has sent us some flyers on the GOF '93. GOF - West was originally a regional convention of MG T-type owners, but has been expanded to include all MGs. It is unique in this respect, being one of the few regional or national scale events having all MGs welcome. Having more "modern" MG owners attend will help push it in that direction, too. They originally sent us less flyers than the number of T-type MG owners in the group, but we have managed to get some more and have sent one to each T-type owner. We have a limited supply left, but can provide one to anyone who might be interested in attending. The GOF will be at Lake Tahoe, June 28 to July 2, quite early this year. Not as close as Jackson, WY, where it was held last year, but not too far. The editors are thinking of attending, and we would like to form a group to caravan there, perhaps with the group from Denver. Contact Bill and Julie (582-9223 (H)), if you are interested.

There may be a caravan to the VTR Convention in Seattle, too. If you are interested contact Mark Bradakis, 364-3251 (H), or Jim Pivrotto, 486-0547 (H).

We have been told that the list of cars that are convertibles that we gave last month was incorrect. TR2s, TR3s, and early TR4s are roadsters, while later Triumphs are convertibles.

Anybody in the group who is an attorney or in the insurance business and willing to give the group a bit of free consulting? Please give the editors a call.

Autojumble

For Sale, '72 MGB-GT with overdrive, good condition. Best offer, 538-0737

WILLY 'N ETHEL Joe Martin



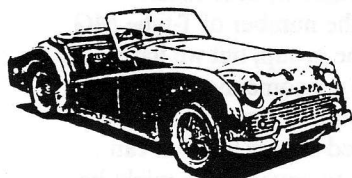
From the Exchequer

Balance as of
1/25/93 (Exchequer
has \$545.22, Editor
is \$3.39 in the hole) \$541.83

February newsletter
cost -\$72.50

February donations +\$210.00

Balance as of
2/18/93 (Exchequer
has \$545.22, Editor
has \$134.11) \$679.33



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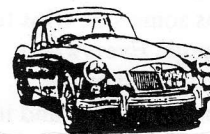
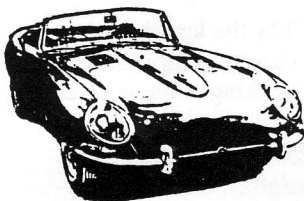
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This newsletter is published by the British
Motor Club of Utah, a loosely organized
group of British automobiles owners. The
group holds monthly events: drives,
picnics, technical sessions and more. We
welcome owners (or potential owners) of
British 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
photo was printed backwards! The
carbs should be on the right, but
then the master cylinder is on the
right. That's okay—the car is right
hand drive. Also, the washer bottle
is in the wrong place.*



BMCU

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