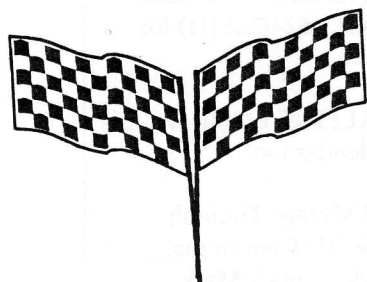


# British Motor Club Of Utah

Volume 5

Number 9

April, 1993



## Park City rally (with a date change!)

Rob Green has designed a Fun Rally for the April event. A fun rally is just what the name implies — a rally, but one that is not intended to be taken too seriously. There are no time-distance legs, and super accurate speedometers and stopwatches are not needed. The main thing you will need is a navigator who can help you find and read signs, but a watch and a working speedometer are useful too.

We will meet at the K-Mart at the Park City exit from I-80 at 10:00 a.m. on Saturday, April 24. Notice that this is a date change to give the snow another week to melt. The rally will be about 50 miles long and end at a park, so bring a picnic lunch. For more information contact Rob Green at 647-0722 (H), in Park City.

*What's the proper name for what nearly everyone calls a Jaguar XKE?*

## It was cool for the wearing o' the green

The morning of the parade proved to be cloudy and cool, with a few snowflakes occasionally blowing around. But even with the temperature and lack of sun, quite a few BMCUers turned out for the parade. We were number 110 with about 125 entries in the parade, so we had a chance to watch a lot of it.

There were the usual Catholic church groups, Irish family groups, the Irish Wolfhound clubs, bagpipers, and bands. Then there were the unusual groups: the male bellydancers, the couch potatoes, and the "Utah legislature marching backward into the future." Not much in the way of political comments this year.

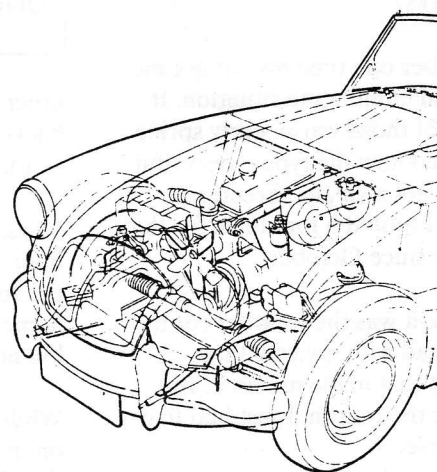
All of the car groups were together at the end of parade, a fact that I complained about. We were behind the Oldsmobile club and the Miata club, and in front of the Corvair club. We had a nice mix of cars: a TC, four TDs, an MGA, four MGBs, a Stag, a TVR, a Healey 3000, a Bugeye, a Jensen Healey and a TR6. Kees' TD had a flat battery and it wouldn't push start so Barry and Denise gallantly tried to jump it as we were starting off. I don't know if they got in the parade or not.

Attending were: Floyd, Kathy, Mike, Sharon, Tom, Sherry, Rick, Kathleen, Kristina, David, Becky, Amy, Kees, Shea, Rob, Barry, Denise, Neil, Mike, Jon, Bill U., Tony, Kathy, Julie, Barbara, and Bill V.

## Tinker time

We are not sure that this newsletter will make it to everyone before April 3, but we will have a Tinker Day at Mark and Karen Bradakis', Fat Chance Garage, 739 Park Street in Salt Lake City, on Saturday, April 3 (if you don't get this newsletter in time, we hope you read last month's!). We will start tinkering about 10:00 am and continue until everybody goes home. Stop by if you can, with or without your British car.

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. If you need parts for your 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.



## A great chance to try autocross

By Mark Bradakis

What, me autocross my LBC (Little British Car)? Fat Chance! Yes, that's right, Sunday, May 16th will be BMCU day at the SCCA autocross. The event will be held at the University of Utah, in the parking lot just west of Rice Stadium. This is the big lot just north of 5th South, and about 1400 East.

The best part of it all is that the Fat Chance Garage will pay your entry fee! Any BMCU member who enters a British Car will have the \$10 entry fee paid, assuming that all 180+ BMCU folks don't show up. I'm just crazy, not rich!

## True humiliation

By Nathan Massie

It's a special bond between a British car and its owner, as strong as any love. It has to be that way—why else would we put up with all those funny little quirks?

I remember one time my car got me into a real humiliating situation. It was one of those warm, early spring days. You know the type—beautiful blue sky, not a single, threatening cloud as I took the top down for the first time since October.

I suppose it was the weather (or the spat I'd had with my wife that morning) that made me do it. But whatever the reason, I just had to get in and *drive*.

I fired 'er up, and listened to the engine purr, or well, sorta growly-purr. It must be that pesky exhaust leak under the hood, right where the catalytic converter bolts onto the manifold. "I'll fix it some

## 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.

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

April 4 Autocross - Dee Event Center, Weber State University. Contact Mark Bradakis for info, 364-3251 (H), about all autocross events.

**APRIL 24 -- Date change FUN RALLY IN THE PARK CITY AREA.**

May 16 Autocross - University of Utah. BMCU day at the SCCA autocross including **FREE** entry.

**MAY 22 BRITISH FIELD DAY**  
Get this on your calendar

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** Get this on your calendar too!

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.**

other time," I told myself, and backed out of the driveway, then headed for the freeway.

I wasn't gone all that long, maybe an hour or so, but it was a sure cure for the spring fever. As I turned toward home, I noticed a little sluggishness, but nothing to worry about.

While I was waiting for the last light on the way home to change, the car died. I couldn't get it started again, but being the resourceful type (I became resourceful soon after I bought the car), I pushed it through the light and to the side of the road. I popped the hood, looked everything over carefully, but

couldn't see anything wrong. I hopped back in to try it, and after the second crank it started! That's the kind of mechanic I am—I just have to stare an engine in the face and it works, just 'cause of that stern look on my face. I smiled, closed the hood, and took two steps toward the car door when it died. I opened the hood again, looked, found nothing wrong, and started it up. Then I closed the hood, and started to get back in, and it died. The third time it happened, it made the wheels in my mind start turning. Hood up, car runs. Hood closed, it dies. And only a block from home.....

The first guy who passed by me just about wrecked. I suppose he got scared. The sight of an MGB coming down the road at him, with the hood up, must have been like seeing one of those snakes that puffs itself up to make it look bigger and scarier. I had to drive slowly (car hoods are expensive), and, it being spring and all, every neighbor on my street was either working in the yard, sunning in the yard, or just out visiting across the fence with people who were doing one of the other two things. Talk about humiliation! The closer I crept toward the house, the bigger the crowd got, all laughing and pointing. Before long, it grew even bigger than the one I got that time I replaced the convertible top and asked my wife hammer on a snap while I held it on the concrete floor (some still call me 'ole Sewer Mouth).

I finally pulled into the drive, got out, and tried to make the best of the situation as I could by saying things like, "You have to do this to British cars to break them into the warm weather." They must've believed me, because the crowd soon dispersed and left me wondering what to do with the car.

I never really found a good reason for the car to behave that way, 'cept maybe the air filter I promised I would change last year that was choked with a few cobwebs and sucked full of black stuff from the exhaust leak. It ran OK after I changed that. But maybe I just needed the humiliation, just one more reason for endearment to the little beast.

After I got it running again, I felt so much better I even apologized to my wife for those things I said the time she helped me replace the top.

## Left over parts

We sent out 173 copies of the March newsletter, thanks to Jim for copying them. Since we have pared the membership down so that my tongue does not stick to the roof of my mouth after stamping the newsletters, it's time to start growing again. Enclosed is a membership form. You may want to make a few copies (notice that it is two-sided) and stick them under the windshield wipers of the British cars that are starting to appear as the snow disappears. This has been our most effective way of getting new members.

We have gotten our first prepaid order for a grill badge from the new 1993 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.

May 22 and the British Field Day are approaching. We are trying to make this into a major event for the club, comparable to the British Field Days that occur across the country. To do this, we will try to get participation by the other British car clubs in the area, the Healey club and the Jaguar club. If you belong to either of these groups, encourage them to participate with us in this event. Plans at the moment include a "People's choice" show, a funkana, and a swap meet. Bill Davis (966-4119) and Duff Lawson (487-5192) are organizing the event. Give one of them a call if you have any ideas or suggestions. They will also need lots of help on the day of the event. Let's all make this event work!

We are seriously thinking of incorporating as a nonprofit organization. The group has gotten big enough that this seems like a good

idea. Marty Van Nood, the Chancellor of the Exchequer, has had some experience with this and is leading the effort. If you have any expertise in this area, and are willing to help, give him a call at 268-4105 (H).

This month's new members are: Jay Black, Jay is looking for a MGB-GT; Ross Sanders, Ross has a '60 Metropolitan (it has an English engine); Dave King, we didn't learn what kind of car Dave has. Welcome.

At present, we know of three cars going to the GOF at Lake Tahoe at the end of June. The event is open to all MG owners. If you are going, or would like more information about the event, contact Bill or Julie at 582-9223(H).

## Autojumble

John Bruce has had a major engine problem with his TR7 — like it blew up! He is looking either for another TR7 (or maybe a TR8), or a TR7 engine. If you have, or know of, any of these for sale give him a call, 288-9634.

Speaking of engines, here's an MGB 1800, 3-main bearing motor with mechanical tach for \$500. Call 254-2614 if you're interested.

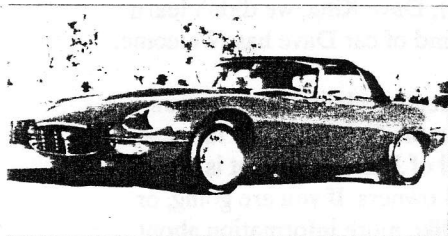






## From the Exchequer

Balance as of 2/18/93 (Exchequer has \$545.22, Editor has \$134.11)	\$679.33
March newsletter cost	-\$48.72
March donations	+\$49.00
One grill badge order	+\$20.00
Balance as of 3/15/93 (Exchequer has \$605.22, Editor has \$94.39)	\$699.61



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 automobile 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).

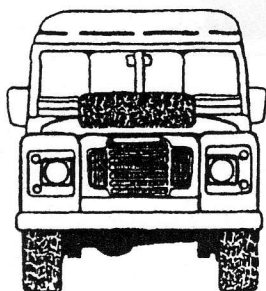
*(From question on page 1) I am told that according to Jaguar it is an E-type. Certainly the C and D types were never called XKC or XKD. What's the XK mean? Anyone know?*



## BMCU

1322 South 1400 East  
Salt Lake City, Utah 84105

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



## BRITISH MOTOR CLUB OF UTAH

### Memorandum

To: Reed Baier, Mark Bradakis, Bill Davis,  
Duff Lawson, Nathan Massie, Marty Van Nood

Date: March 23, 1993

From: W. K. Van Moorhem

Subject: Incorporation and Insurance

Wow! A club memo! Another first.

As most of you know, we discussed incorporation and insurance at the Pot-Luck in February. Since our names are associated with the newsletter and the British Field Day, I thought I would give you a status report.

I spoke with Marty a few weeks after the Pot-Luck and we decided that we should definitely pursue incorporation. Marty has some experience with this, through other nonprofit organizations, and is doing it. Marty tells me the least expensive way to incorporate is to take over another group's articles of incorporation and then change the name and such. Sorry if I said this wrong, Marty, but it gives the right idea. Cost here is less than \$100. We can also file new articles of incorporation for under a \$100, provided we avoid attorney fees. If we use an attorney, I am told, by other sources, it will cost between \$500 and \$1000. If we could achieve incorporation by the Field Day, May 22, it would be highly desirable.

Assuming we have not incorporated by May 22, and, perhaps, even if we do, we may want to consider insurance. Denise Blackett contacted an insurance agent that she knows, or works with, about insurance and he provided me with the attached letter. This policy covers only spectators at club events, by my reading, where the club is accused of negligence. I specifically asked if it would cover "timed events," i.e. a timed funkana, and was told that it would likely, if it was a "low speed" event. How much faith to put in this statement is unclear to me. The cost would be significant to the club, but not impossible. I believe, it would be desirable for the club to have some coverage at the Field Day.

Other possibilities include joining the Vintage Triumph Register (VTR). We have enough VTR members to become a chapter and they allow non-Triumph owning members of the chapter. VTR provides event insurance for their chapters. The cost to become a chapter is \$6. per club member per year, we have about 180 members. This allows you to then purchase insurance, at more than \$100 per event. We clearly can't afford this. We could organize a VTR chapter with the minimum of six members, and let this group sponsor the Field Day and purchase VTR insurance. The BMCU name should not be used in this situation. We could try to get under the Cathedral's policy, but If our name, BMCU, is used we could still be exposed. I think Bill Davis looked into this a bit last year with a negative result.

Incorporation with insurance looks like the best option, both for the Field Day and for the long term. Can we afford the cost, can we afford not to pay them? Is \$300,000 enough? I would like to get each of your opinions about these issues and will be calling each of you soon.

# FENTON INSURANCE AGENCY, INC.

P.O. Box 21429  
1831 E. Fort Union Blvd.  
(7000 So.) Suite 200  
Salt Lake City, Utah 84121-0429  
Telephone: (801) 942-4484 Telefax: (801) 942-2444

Mr. Bill VanMoorhem  
British Motor Club  
1322 South 1400 East  
Salt Lake City, Utah 84105

Dear Bill:

Pursuant to our telephone conversation, I have explained below the coverages provided by a spectator policy for the British Motor Club. As we discussed, the limit that was quoted was \$300,000 per occurrence/\$300,00 per aggregate; the annual premium is \$261.26 and is based on the basis of 3 shows that would involve spectators.

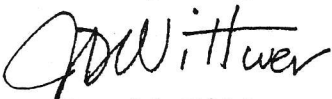
The coverages discussed herein are not intended to be a comprehensive explanation of all coverages. When the policy is issued, you should review it for specific coverages. However, all commercial liability insurance protects against the contingency that the policyholder will be sued for negligence resulting in bodily injury or property damage to others.

This policy's intent is to provide coverage in the event that, in the course of a British Motor Club activity involving spectators, the British Motor Club is accused of negligence and thereby caused bodily injury or property damage. I believe you used the example of the child being run over by a Motor Club participant during a parade.

As I stated on the phone, the objective was to find a balance between the exposure that exists for the British Motor Club and the availability of funds for premium payment. I believe this program will achieve the balance in the most cost effective manner.

Thank you for the opportunity to provide this quote; if you do decide you want coverage for the St. Patrick's day parade, I have the binding authority to make the insurance effective on Monday. Awaiting your reply,

Best Regards,



J. David Wittwer  
Account Executive

Brigham City  
(801) 723-8551

Coalville  
(801) 336-2108

Layton  
(801) 544-3440

Logan  
(801) 752-9665

Ogden  
(801) 292-9430