

British Motor Club Of Utah

Volume 6

Number 3

October, 1993

Fall is upon us

There are lots of events this month, so check them all out carefully. The first is the Mt. Nebo loop trip to see the Fall colours. *Meet either in Nehi, at the Whitmore Mansion Bed and Breakfast at 10:00 am, or in Salt Lake Valley at River Pointe Plaza, 9000 South and Redwood Road (1700 West) at 8:30 am on Saturday, October 2.*

It may still be possible to get reservations to stay overnight in Nephi. One possibility for an overnight stay is the Whitmore Mansion Bed and Breakfast (623-2047) at \$45-\$65 / night, but there are only 5 rooms available and two were gone before we called. Another is the Safari, a Friendship Inn (623-1071). Campers can choose from a KOA about 5 miles out of Nephi or the High Country RV Camp just one mile south on Main street (623-2624). Make your own reservations for lodging.

If you have any questions or problems about reservations, call Steve or Laurie Bender at 571-5020. Because of the two possible starts, if you are planning on going, let Mike or Sharon Bailey (262-9361(H)) know what your plans are, if possible, before Friday, October 1. This will help minimize confusion. Mike and Sharon will be leading the trip.

Bring a picnic lunch — we will stop along the way somewhere for lunch.

Mark your calendar for the other events this month: the End-of-the-season dinner and the Tinker Day. You won't want to miss either of them!



Would you consider donating your car to us, so others like it may live?

Tinker day

The annual Fall Tinker day will be **Saturday, October 9, beginning at 10 am** and running 'til who knows when, at Mark and Karen Bradakis', Fat Chance Garage, 739 South Park Street, in SLC. Feel free to stop by with or without your British car. A Tinker Day give everybody a chance to get some help with any problems you may be having with your car. We can't fix everything there but can help with many things. Give Mark a call (364-3251(H)) if you have questions. Make sure you have any parts you may need. Lots and lots of free advice!

The best way to get to the garage is to turn north off of 800 South onto Park Street, 540 East. Mark and Karen's driveway is to the right in the corner where Park Street jogs left. Park as close as you can get.

End-of-the-season dinner

The annual end-of-the-season dinner will be at Ebenezer's in Ogden. We will meet in the **K-Mart Parking lot in Woods Cross, just off I-15, at 6:00 pm on Saturday, October 16** or at Ebenezer's, 4286 Riverdale Road in Ogden at 7:00 pm, if that is more convenient for you.

Ebenezer's is a combined restaurant and micro brewery. Dinners range from \$4.25 for a burger and fries, to \$15.75 for Filet Mignon — with lots of choices in between. The menu really looks good. We have a room reserved for us. Since this is the last driving event of the year, let's get a good turnout and have a fun evening.

This is also a good chance for you to give some input for the upcoming winter Technical Sessions. For information about the dinner, contact Rick or Kathleen Large at 298-8715(H) in Bountiful. Make sure your lights work.....



Who is considered to be the creator of the MG car company?

Park City rally

We had a rather small turnout for the rally on a beautiful day. Rob Green promised us that this was the last good top-down day of the year.

The rally wound through the back roads of Park City, Heber, Kamas, and back to Park City. Road construction, along with Rob getting confused by right and left, made it interesting and the weather could not have been better. In Kamas we passed the British Bike Club holding their annual Oil Bath Ride, with what looked like 50 bikes. Finding our way back to the park in Park City, we learned that two of the rally cars were stopped in Kamas by the local sheriff, that nobody could find the Utah River Ranch Sign, and no one got seriously lost.

The team of Jon Hermance and his daughter Alison won the event with some close competition by nearly everyone else. Taking part were: Floyd, Barry, Denise, Rick, Rickie, Kathleen, Kristina, Marie, Edwin, Shawn, Jill, Ron, Ellen, Jonathon, Alison, Rob, Julie, and Bill.

Labor Day weekend at Steamboat

The tenth annual vintage race and concours at Steamboat Springs has come and gone with both good and bad parts. Maybe the bad first. The city had repaved some of the course and no one from the RMVR had noticed. The repaving consisted of oiling the road and applying a layer of chip gravel. During practice on Friday, numerous windshields were broken, paint was chipped and people were hit with flying gravel as the surface came apart. Apparently some of the drivers were going to pack up and go home rather than race on the repaved surface. Friday night, a small part of the course was

The Lucas Calendar

This calendar works about as well as its namesake, so use it with care. Club events have **bold** dates. The others you may find interesting. All events are subject to change.

October 1-2. Mt. Nebo Loop. Overnight if you wish. Make reservations soon.

October 1-3. Southwest Idaho Sports Car Club Sun Valley Rallye. For more information contact Rosie Hale 206-362-4146.

October 9. Tinker Day at the Fat Chance Garage.

October 16. End-of-the-season dinner at Ebenezer's in Ogden.

November 5-7. Mini-GoF, San Diego MG T Register, contact Jo Lynn Campbell, 619-472-5199.

November 13. Tech session. Rust repair?

January 22. Tech session. Basic tune-up?

February 12. Pot-luck dinner.

July 14-18. GoF in Calgary, Canada. *Notice the date change.* See "Left over parts" below.

August 19-20. Shakespeare Festival in Cedar City. Contact Karen Bradakis, 364-3251 (H) for information.

re-repaved and the course shortened to minimize the racing on the deteriorating surface. This made the course only about a mile long and reduced the desirability of one of the best viewing areas.

Now for the good. There were over 200 cars there for the race including the exotic, like a Ford GT-40, to the relatively common MGBs and Sprites. About half of the cars were British. There was about a half dozen Triumphs, too: TR3s and TR4s, far more than in the past years. The racing was good too, exciting and with few incidents. The concours was smaller than a few years ago, but there were more British cars than last year, including several XK Jags, a nice TR2, an MG-TA, a Singer, Dave Maxwell's Healey 100-4, and more.

This is a great event. It includes a new group of cars that is different from what you see in Salt Lake. The racing adds a great flavor and Steamboat is a good get-away: good restaurants, shops and weather. You

should go for the week-end next year.

Attending and racing were Ray Canneflex, with his Bugeye, and Roger Davis, with the Sunbeam. Just spectating were John, Beth, Julie, and Bill. Roger promises us a racer's view of the event later.



Left over parts

The folks from the group who have been going to GoF West had a meeting (actually a party) to discuss the '94 GoF. GoF (Gathering of the Faithful) is a MG convention, originally started for T-series and pre-war cars but now welcoming all MGs. The '94 convention will be held near Calgary July 11-16. These are the dates that the folks in Calgary told me are the correct ones. The GoF will include an extra day to allow everyone to go the Calgary Stampede.

There appears to be at least four couples from the BMCU that are currently planning on going and we would welcome anyone else who wants to go. Please let the editors know if you want to get your input into the planning. It's roughly 1000 miles to Calgary and current plans include a three day (for T-series) drive, via U.S. 89, with stops at Old Faithful Lodge (night of 7/9) and Glacier Park Lodge (7/10). We did not discuss the return trip, but

because reservations are hard to get in these places I would make reservations for the return too, Glacier (7/16) and Old Faithful (7/17). If you are at all considering going, make reservations soon, at least six months in advance. Reservations can always be canceled. Old Faithful Lodge reservations are handled by a central reservations group, TWR, at 307-344-7311. Glacier Park Lodge reservations are made at 406-226-5551 May through September or 602-248-6000 in the winter. Old Faithful Inn is in the \$32-\$60 range and Glacier Park Lodge \$75-\$100 (at least per my information). We will be driving in convoy and having a CB in your car is really nice for this.

We sent out 233 newsletters. Thanks to Jim for copying them.

The September newsletter was quite late getting out, hopefully everyone,

who is local, got it before the event. We must apologize for being so late.

We are still taking deposits for grill badges for a '93 order. We need at least 9 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 the editors know and get BMCU a check for \$20. As soon as we get the minimum, we will put together an order.

Marty tells us that the check we got from Huntsville, for the 5th of July parade, bounced.

We, again, hear about efforts to start a (vintage?) road racing group in Utah. One story we hear has a track being built on the east side of U.S. 40 near Park City. If you are interested in seeing such a group get started contact Ray Cannefax at 273-0567.

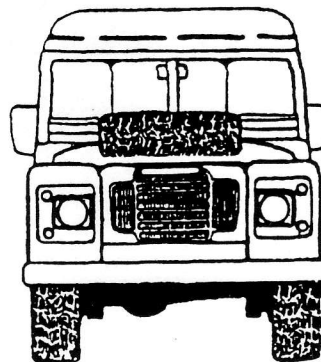
No new members this month as of press time.

Eighty, eighty-eight, ninety, one-oh-seven, one-oh-nine, one ten, one two seven? Series I, II or III?

Keeping with British car tradition, Land Rover naming conventions baffle many. Just what are all these numbers, anyway? For those of you who don't know (which is probably all of us), the numbers represent the wheelbase of the different models. On these wheelbases are three body styles: Pick-up (with an open or enclosed cab), the Hardtop, and the Station Wagon.

Series I vehicles began in 1948, and ran until 1956; more than three-quarters of million copies were produced (776, 130). Series II machines were built from 1958 until 1961 with a total production of more than 110,000. Series III build dates were 1971-1985; about 250,000 were built during that time. Sprinkled throughout were lots of special one-tonne trucks, military vehicles, and other oddities.

For a complete description of the different models, bodies, and years, find an October '93 copy of British Car magazine.



From the Exchequer



Balance as of
8/25/93 (Exchequer
has \$677.53, Editor
has \$21.79) \$699.32

September
newsletter cost -\$66.41

September
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Newsletter Editors: Bill and Julie Van
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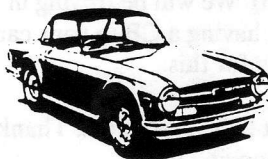
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This newsletter is published by the British
Motor Club of Utah, a loosely organized
group of British automobile owners. The
group holds monthly events: drives,
picnics, technical sessions and more. We
welcome owners (or potential owners) of
British 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) Cecil
Kimber became general manager of
Morris Garages in 1922, and
immediately started to design special
bodywork for the standard chassis
built by Morris Motors. He
continued in this position until 1941
when he had a dispute with the
company's owners over war-time
production. He was killed in a train
accident in 1945.*



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