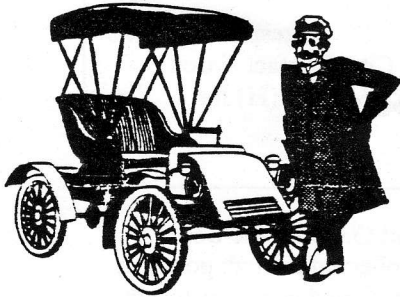


British Motor Club Of Utah

Volume 6

Number 4

November, 1993



Restoration the pro's way

Did you see the Aston Martin at the Senior Citizen's Concours?

That car is being restored by John Williams for the owner in Hong Kong. John is perhaps best known in Salt Lake for restoring Jaguars, but is now doing restorations on all types of automobiles. Starting out working in his garage on his own cars, John is now a professional restorer with an international reputation.

John will give us a tour of his shop, give us some hints on how restoration should be done, and answer your questions on **Saturday, November 13 at 9:30 am** in his shop at **3678 South 300 West** in Salt Lake. He tells us he has two Aston Martins, plus some Jags, in the shop.

We do not know what the weather will be like for this tour, but have learned that most automobile shops can be quite cool. Dress warmly.

In what year did a Triumph driver at Le Mans have to dig himself out of a sandbank?

A night in Ogden

Arriving at the Wood's Cross K-Mart we found only three other cars there and began to wonder what kind of turnout we would have for the annual end-of-the-season dinner.

Before we left to drive to Ogden, two more cars arrived, but the group still seemed very small for what in the past has been a very popular event. After a very pleasant drive up to Ogden, we all were pleased to find a group there that was larger than the group that had met at Wood's Cross.

Ebenezer's is certainly an interesting place. It is in a beautifully built log structure using mortise and tenon and dovetail construction. Both the food and the beer also lived up to impression given by the building. Since the exchequer is rather plush, we made the decision to buy everyone a beverage of their choice at the dinner, but we could not get this worked out and rather bought deserts for anyone who wanted one after such a great meal.

The talk was light, recalling cars and trips, both past and future, and with a chance for people in the club to get to know each other better. Attending were: Mark and Karen Bradakis, Edwin Barker, Rick and Kathleen Large, Richard and Velma Reeder, Craig and Judy Welk, Mike and Nathalie Odernheimer, Mike Johnson, Julie Jones, Gary and Leisa Bahnmler, Lynn and Joyce Saunders, Mike Cady, Nathan and Linda Massie, Nancy Coffen, Duff Lawson, David and Carolyn Stephens, Laurie and O.C. Hope, and Bill and Julie Van Moorhem. Many thanks to Rick and Kathleen Large for arranging the dinner.

Mount Nebo Loop

by Mike Bailey

What a perfect weekend for a drive! Sharon and I elected to stay Friday night at the Whitmore Mansion Bed & Breakfast in Nephi. It is a wonderful old house with a great deal of charm.

Saturday morning Marv and Sheree, in their Jensen Healey, and Heino, in his MGBGT, joined us for the drive over the Mount Nebo Loop. The autumn leaves and scenery were spectacular. We had a pleasant lunch at the city park in Payson and then each made their own way home. It was a great drive and we highly recommend it for an annual outing for the club. I know that Sharon and I will be doing it again.

Tinker Day

As is becoming traditional, the day of the Fall Tinker Day was cool and damp, but at least it didn't snow.

We all advised on the usual array of tune-ups and watched as Mark replaced the starter on his Spitfire with one that didn't work any better. We discussed Unisyns and Color-Tunes as many of us tried to return a MGB "choke" linkage to some approximation of its original shape. It's always a pleasant way to spend part of a day, tinkering and talking cars. Passing through were: Daren Featherstone, Greg Chester, Mike Odernheimer, Dave King, Howard Bartlett, Richard Reeder, Heino Cleveringa, Jim "Pugs" Pivrotto, Edwin Barker, Rick Large, Mike Bailey, Mark Bradakis and Bill Van Moorhem.

Senior Citizens Concours

The BMCU was well represented at the Senior Citizens Concours at the U of U Sunday, September 19. The concours gets better every year and is the outstanding show of the year in Salt Lake. Some of the credit must go to our own Dave Stephens. Dave was one of the founders of the show over twenty years ago and has been Chief Judge for the past several years.

Representing the BMCU were: Kathy and Bill Clements with their TR3, Bob Riemanschneider with his Bugeye, Greg and Susan Chester with the TR3B, Mark Bailey with his TR4, Brad Parkin in his TR250, Dan and Sandy Davis in their MGB, J. and Kay Jennings with the XK-120 Jag, Shaun Stewart and Jill in his MG-TD, Dave Stephens with the MG F-Magna, Ron and Ellen Christensen with the Sprite (and Miata), Ray Cannefax with a Bugeye Racer, Ed Blais and his Morgan racer and Larry Moulton with the Turner racer. We're not sure we remembered everybody—sorry if we missed you.

Left over parts

We seem to be getting close to incorporating the BMCU. This effort was started last February following the pot-luck dinner and offers the club (particularly, the folks whose names appear on the newsletter) some degree of legal protection. In order to incorporate, we need a set of bylaws and of officers. Right now we are worrying about the bylaws. We are attempting to set them up very much along the lines that have existed in the club—a loose group, as loose as you can be and still incorporate—with a board of directors that will handle all club business for a year (no meetings,

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.

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

November 13. Tech session. Restoration.

January 22. Tech session. Basic tune-up?

February 12. Pot-luck dinner.

July 11-16. GoF in Calgary, Canada.

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

except the pot-luck, but then little say in how the club funds are used or how the group is run). The board will have to be elected each year in February at the pot-luck dinner. If you are interested in seeing the bylaws before they are submitted for incorporation, would like to be listed as an officer of the group (member of the board), or just have comments, contact Marty Van Nood (268-4105) or the editors.

Want to help operate the BMCU? We can always use help. If you would like to get involved in the operation of the club let the editors know. This could include planning or scheduling events for the year, running an event, helping write or produce the newsletter, or anything else that needs to be done. If you have an idea of something that should be done, or done differently, we would certainly like to hear your thoughts. Contact anybody listed at the end of the newsletter.

Greg Chester reports that the rally and concours that the South West Idaho Sports Car Club held in Sun Valley was great fun, even if his TR3B lost the U-bolts connecting the spring and axle on one side. The BMCU was represented by Laurie and O.C. Hope, Walt Osborn (who has moved to Blackfoot) and himself. Walt, with the Jag C-type reproduction, won the judged concours, Greg won the people's choice award (with the TR3B) and

Laurie and O.C with the Lotus Europa collected enough points in both the rally and concours to win the combination. Good going to all of you!

The '94 GoF will be held near Calgary July 11-16. There appears to be at least five couples from the BMCU that are currently planning on going and we would welcome anyone else who wants to go. 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 have not finalized the return trip, but because reservations are hard to get in these places we suggest you make reservations for the return too, Glacier (7/16) and Old Faithful (7/17). Reservations can always be canceled. If you are at all considering going, make reservations soon, at least six months in advance. We have talked to both lodges and right now you have to mail your reservations in and they will hold them until next year's rates are set. Call to get all the info. Both lodges say that early reservations are imperative. Old Faithful Lodge reservations are handled by a central reservations group, TWR, at 307-344-7311, Glacier Park Lodge reservations are at 602-248-6000 (in the winter). The editors have GoF registration forms.

We sent out 235 newsletters. Do you realize that the list of mailing labels for 235 names is nearly 20 feet long! Thanks to Jim for copying the newsletters.

We are still taking deposits for grill badges for a '93 order. We need at least six 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. We will put together an order as soon as we can.

Bruce Schilling has sold the parts portion of Parts Master to Boyd Groberg. Boyd is moving in a large stock of parts and will have a much larger selection of parts in stock. They plan to continue as the Moss Motors supplier in Salt Lake. Bruce still owns and operates the repair shop and Mitch will still be behind the counter.

The folks starting Intermountain Vintage Racing were at the Senior Citizen's concours in force and it looks like that group is going to be operating next year. They held an organizational meeting October 14. Plans for next year include a race at Bonneville (the track, not the salt flats) and a street race in Park City, plus a driver's school. They are in need of just about everything and everyone to get a vintage racing group started: racers, corner workers, folks to handle timing, a tow truck and driver, ... if you are interested in racing or helping out, contact Intermountain Vintage Racing at 2927 Holiday Ranch Loop Road, Park City, UT 84060, or call 649-7743.

We are looking for your input for the January Tech Session. Trying to find a new topic that is of interest to a large part of the membership is hard. We do not seem to have a good turnout for some of the more complicated subjects, engine

rebuilding, for example, but great turnouts for others, such as painting. People generally want topics that we have done several times, like carburetor adjustment and rebuilding. Help! We need to know what you would like to learn about. Contact the editors.

New BMCU members include: Ed Blais, Ed has a '64 Morgan 4/4 Racer, a '67 TVR Tuscan and a '70 Lotus Super Seven; Larry Pate, Larry is currently without a British car but has owned several; Daren Featherstone, Daren has a '59 MGA, '78 MGB and '79 Spitfire; Carolyn Bunker, Carolyn has a '64 MGB; George Speciale with a '55 MG-TF and an '88 Range Rover; Dick Harrison, Dick drives a '79 Limited Edition MGB; Roy Funk, Roy has a '60 TR3 and a '67 MGB-GT; and Mark Bailey with a '63 TR4. Welcome to all of you, and hope to meet at the November Tech Session.

One final item: a recent article described a test of a Daytona Mig plasma cutter. A plasma cutter uses a superheated arc and compressed air to cut, leaving a perfectly clean edge. It can cut up to 1/4" steel, but it really comes into its own for precise cutting of body panels. Normally, this tool sells for over \$900, but they are offering it now for \$375. You can contact Daytona Mig at 800-331-9353.

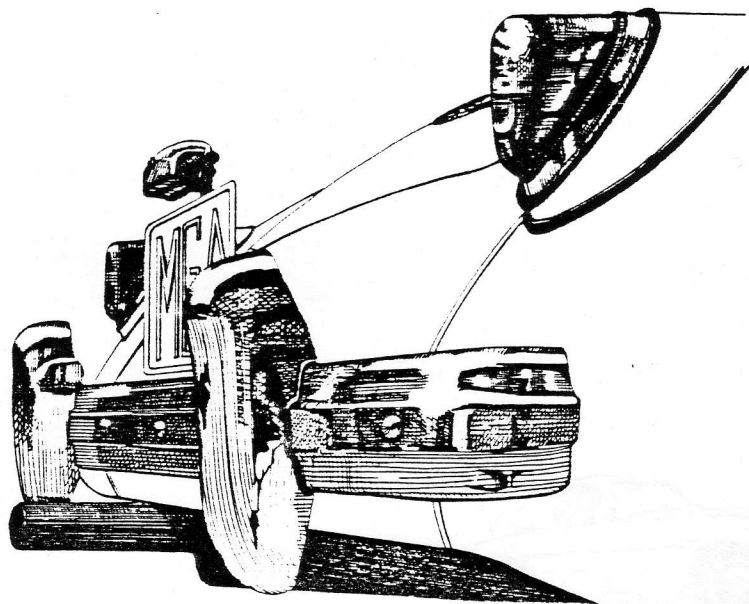
Autojumble

For sale. '65 Lotus Elan, disassembled, some work already complete. Call Bill, 484-5906.

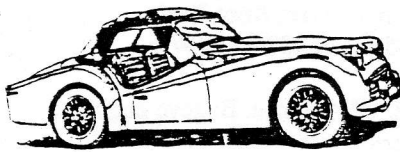
For sale, '68 TR250. In good condition. Contact Kent Kraft, 278-2985(H) or 288-2220(W).

For sale, '62 1/2 Sprite. Bugeye engine and interior, later body. Contact Jory 572-5279.

For Sale. #99-1953 MG TD dual purpose Vintage Racer. Street engine as well as a very hot 1500cc balanced race engine with new crank, Westlake head, Crane TLF cam, Derrington Extractor, 1/2" carbs, dual fuel pumps, and Edney 9 lb. flywheel with diaphragm clutch. Car has cycle fenders, grade 8 suspension bolts, bolt-in roll bar, TF rear end lowered 1", Koni rear shocks, five point harness, fuel cell, relocated battery, electric tach., oil and fuel pressure kill switches, MG-A bucket seats. Also included are an extra set of race tyres, trued on straight set of wheels. Car has turned 2 min. 1 sec. at Road Atlanta. Many first places, never finished below 3rd, and no dnf's. \$15,000.00. Blair Engle, 427 Locksley Ln, Tallahassee, FL 32312 (904) 385-2821.



From the Exchequer



(from question on page 1) 1955, the year of the tragic accident prompting Mercedes to withdraw from racing, a Triumph TR2 driver slid into a sandbank on the edge of the course. The course marshalls did not allow any spectators to assist, so the driver had to get his car out with no help.

Balance as of 9/25/93 (Exchequer has \$677.53, Editor is owed \$19.62)	\$657.91
October newsletter cost (Editor)	-\$66.99
October donations (to Exchequer)	+\$57.00
Three grill badges (to Exchequer)	+\$60.00
Deserts at end-of-season dinner (Editor)	-\$59.90
\$200 transfer from Exchequer to Editor	
Estimated balance as of 8/25/93 (Exchequer has \$594.53, Editor has \$53.49)	\$648.02



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).

BMCU

1322 South 1400 East
Salt Lake City, Utah 84105

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

