

British Motor Club Of Utah

Volume 7

Number 11

June, 1994

East Canyon and beyond

The June event is the *Trapper's Loop* run to be held on **Saturday, June 18**. Trapper's Loop is the road between Mountain Green and the Huntsville area, east of Ogden Canyon. We will meet in **Salt Lake at the K-Mart at the intersection of Foothill Boulevard and Parley's Way at 8:30 am**. To get there, follow what appears to be 2100 South up the mountain (east) and you will pass in front of K-Mart.

From K-Mart, we will motor to Mountain Green to meet cars coming from the Ogden area at 11:00 am. After leaving Mountain Green, we will go over Trapper's Loop to the Huntsville town part where we will stop for a picnic lunch. After lunch, we will motor around Pineview Reservoir and then down Ogden Canyon. From here, Mike Branchley has arranged a stop at Ogden's Union Station and a tour of the car or Browning firearms collection there. We will get a reduced admission of \$1.50 per person.

The trip to the Huntsville area has been one of our best drives of the past several years. East Canyon has to be one of the best sports car roads in the area and coupling that with the scenery along it and the Trapper's Loop road makes for a great day. If you are coming from Park City or nearby, we could also meet you along the East Canyon Road north of where the Emigration Canyon road enters (near Little Dell Reservoir).

Why do Bugeye Sprites have their characteristic raised headlight design?

If your British car is not running, you are still welcome to take part; however, tradition requires that you bring a part of the British car along. Otherwise, just bring a picnic lunch, sun screen, a hat, and likely, a coat or sweater, as there were lots of frostbitten knees last year. For more information, contact the editors, Bill and Julie Van Moorhem, in Salt Lake City at 582-9223, or if you are in the Ogden area, contact Mike Cady at 825-7254.

British Field Day

Another great Field Day! We all have to give Bill Davis and Duff Lawson a pat on the back for doing it again. There were 62, yes 62, entries at the Field Day, the largest ever. There were Jaguars, Land Rovers, Lotus, Austins, Austin-Healeys, MGs, Triumphs, Jensen-Healeys, and Morgan cars, plus Triumph, BSA, Norton, James, and Matchless bikes. This had to be the biggest collection of British vehicles that has ever occurred in Utah. The incredible weather helped, but then it was the last day of the play-offs between the Jazz and Nuggets, too.

Thanks to everyone who attended for your help in producing the good turnout special thanks to the Healey, Jag, Land Rover, Morgan, and British Bike clubs. We had sponsorship from several businesses, too, including Ramco Automotive Machine Shop, Virg's British Fish and Chips, Mr. British Automobile Service, John Williams' Restorations, Archuleta Manufacturing, Iron Horse Motorcycle Works, Ken Garff Jaguar, Morgan Sportscar Service, Skipper's Fish and Chips, First Interstate Bank, Mag British Cycle, Glen's Tires, The British Pantry, and

Steve Harris Imports. Be sure to remember them when you go shopping.

Our only wish was that the folks who parked on the street or the parking lot had brought their cars in, too. The participation in the funkana was small and we definitely need more people who will give it a try. We did get a great photo in the *Tribune* of Jill French and Shaun Stewart shooting cans during the funkana, along with a nice write-up.

The number of spectators may have been down from last year, but we didn't get a good count. Also, we don't know what happened, but it appears we brought in about \$600.00 for St. Mark's Outreach Program anyway. Through the normal BMCU confusion, there are still a few small and medium-sized Field Day T-shirts available, regardless of what you may have been told at the Field Day. If you want one, contact Bill Davis at 966-4119 (H) or 322-3400 (W). The last shirts are being offered at a special bargain price of just \$10.00 each. Get ready for next year!



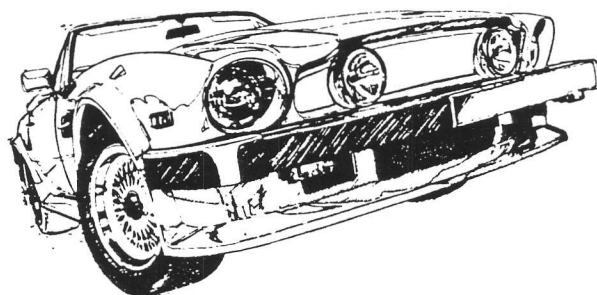
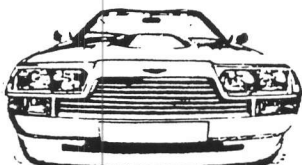
"It has very low mileage. The former owner never drove it. He could't get it started."

Autocross

A really small BMCU turnout for the SCCA autocross just the regulars, Mark Bradakis, Edwin Barker, and Jim Pivrotto, plus Jon Hermance and his daughter. The editor was there, too, but unhappy that he didn't get to take part. Clearly, we need to get dates coordinated with the SCCA so that the Field Day does not conflict with their driver's school and the autocross does not fall on the following day. The SCCA had the biggest turnout for an autocross that I have ever seen. The big turnout seemed to be due to new "street tire" and "novice" classes.

Advanced warnings

Two events in July, the Sandy 4th of July Parade and the Annual Alpine Loop. The Loop is always one of the highlights of the year, so get Saturday, July 30 marked on your calendar. The parade is the evening of the 4th, so try to get back in town early enough to take part.



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.

June 4-5. IVR Hill Climb, at Olympic Sports Park near Park City. Contact Ray Cannefax, 273-0567, for information.

June 11-12. 42nd Annual Glenwood Springs Rallye, Denver to Glenwood Springs, Colorado.

June 11. SCCA Car show at Valley Fair Mall.

June 12. SCCA Autocross at Valley Fair Mall.

June 16-19. Moss Motors British Car Festival in Buellton, CA. For information, call 800-235-6954.

June 25-26. SCCA Autocross at Rock Springs, Wyoming.

June 18. Run to the north (the Odgen area, Trapper's Loop).

July 2-3, SCCA Autocross at Mt. Home, Idaho.

July 4. Sandy parade.

July 11-15. GoF in Calgary, Canada.

July 30. Alpine Loop. Don't miss this one!

July 30-31. Bonneville Austin Healey Club Healey Days in Park City. Contact Don Colman, 942-5259 for information.

August 13. Picnic or event with the Jag Club.

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

September 17. Run to the west.

October 1. Mt. Nebo Loop.

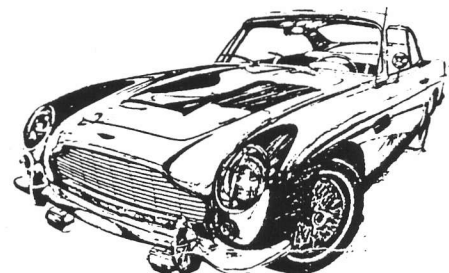
October 7-9. The SW Idaho Sports Car Club show and rallye in Sun Valley, Idaho. For the information we have so far, contact the editor.

October 15. End-of-the-season dinner.

November 19. Tech session.

January 21. Tech session.

February 11. Pot-luck dinner.



Left over parts

We sent out 203 newsletters in May. Many thanks to Jim for copying them.

The grill badge order has been sent off. Last time we ordered, the badges went real fast when they came in, so if you want one, order it now. Get \$20 to the editor for the badge. We expect them soon, unless the order gets fouled up. Sixteen of the twenty-five piece order are already sold.

If you are going to the GoF, you should have all your reservations made by now.

Don't forget the vintage races in Steamboat Springs, CO. This will be the eleventh year for this great event. Vintage racing, a concours, great food, and a fun town, but you must get your reservations made now or risk missing it all. It may be too late for a motel or condo (most of those were filled up a year ago), but you can likely still camp (hot tub, showers,...) at the Ski Town Campground. Contact the editors for information.

Recent new members include Keith Mott, Keith has two Sprites (a '65 and a '59), plus a Healey 3000; Mike Reese, Mike is looking for a TR3; Charles Smith, Charles has a '50 Austin Taxi (believe it he drove it to the Field Day!); Ron Garrett who drives a '79 Midget; Joe Martinez with a '75 TR6, '65 TR4A, and a '66 MGB; Pete Poggemeyer, Pete has '73 and '74 Spitfires; Larry Pearson, Larry owns '77 and '79 MGBs; Allen Clark with a '77 MGB; Arlee Sensen, Arlee drives a '71 MGB; Alvin and Terri Swensen who enjoy their '77 Midget; Byron Simpson with a '78 MGB; Jack Bush, who has a '73 Rolls Royce Silver Cloud (!); Ray Stout with his '59 Rolls Royce Silver Cloud (!!); and Dave Bartholomew, Dave has a '67 MGB-GT.

Intermountain Vintage Racing will be having their hill climb at the Olympic Park near Park City on June 4-5. If you don't take part, stop by and watch the event. Call Ray Cannefax at 278-0945 for information about other vintage racing events.

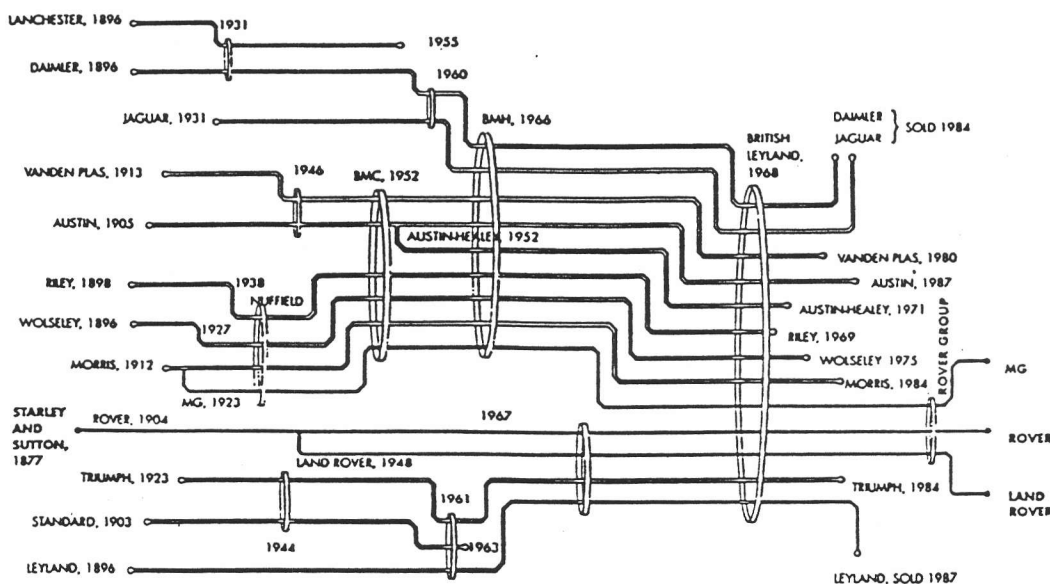
The South West Idaho Sports Car Club will be having their annual rallye and show in Sun Valley on October 7-9. Last year several folks went up, did real well, and had a great time. It's a small, fun event and you may want to play a get-away-weekend. Call the editor, Bill, at 582-9223, for what information is available. Reservations need to be made early.

Autojumble

Wanted, TR3 to rebuild. Contact Mike Reese, 7725 South 2375 East in Salt Lake.

Wanted, a water pump for a '64 MGB. Contact Richard Cardall at 485-6042 if you have one available.

The British Car Family Tree



OK, every other Brit-car newsletter has printed this one — and we don't want

to be left out! There's a good bit of information here, too, so enjoy. Our

thanks to Moss Motoring, who I believe created the original.

From the Exchequer

Balance as of 4/23/94
(Account has about
\$492.97, Editor is
owed \$39.78 from an
error last month) \$453.19

May newsletter (from
Editor) -\$56.84

Interest and correction
(to Account) +\$21.46

Two grill badges (to
Account) +\$40.00

\$200.00 transfer from
the Account to the
editor -\$200

Balance as of 4/23/94
(Account has \$354.43,
Editor has \$103.38) \$457.81

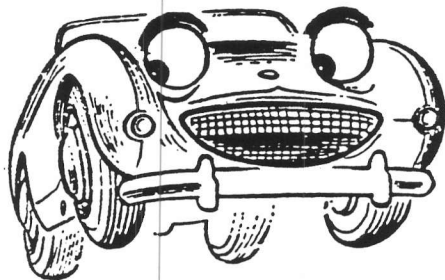
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This newsletter is published by the British
Motor Club of Utah, Ltd., a nonprofit
corporation of British automobile owners.
The group holds monthly events: drives,
picnics, technical sessions and more. We
welcome owners (or potential owners) of
British 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 a list of British cars owned to
Reed Baier, 13052 Blaze Court, Riverton,
UT 84065 or call Reed at 253-1901 (H).



*(from question on page 1) The
Sprite was originally designed with
retracting headlights, but when these
proved too expensive, the lights were
fixed in the raised position.*

BMCU

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