

British Motor Club Of Utah

Volume 8

Number 2

September, 1994

Terra incognito

Have you every been in Skull Valley or Johnson Pass? Probably not, very few British cars and their owners have. But that's where we are going in September. We will meet in the *Wendy's parking lot at 2100 South and 900 West at 9:00 AM on Saturday, September 17*. From the meeting spot we will take 2100 South west to I-80. We will follow I-80 to the Tooele exit and then take UT 138 west through Grantsville to Skull Valley (perhaps getting back onto I-80 if needed). In Skull Valley we will go south to Dugway and then east over Johnson Pass to Rush Valley. Here we will turn north and return to Grantsville. This is all paved, two-lane road, but well off the beaten path. Services are almost nonexistent beyond Grantsville, so make sure you have gas, some tools and all vital systems are working.

Timpie Springs, at the north end of Skull valley was a campsite for the ill-fated Donner Party in 1846 and is now a bird refuge. Iosepa was the site of an ill-fated attempt to establish a Hawaiian community! Dugway is ..., well, Dugway. Hope this is not an ill-fated trip.

We will stop in Grantsville on our return there for lunch. Either bring a picnic or plan on stopping in one of the drive-ins there to buy some. This is the first time we have tried this loop and it's not clear what we will find. Stewart Nichols will be the trip leader and he has been exploring. If you have questions give him a call at 595-1727.

In 1930, a Triumph Super Seven was the first British car to finish the Monte Carlo rally, placing seventh overall. Who was driving?

The Mt. Nebo Loop

We will be returning to the Mount Nebo Loop this year on October 1. You may choose to either drive down Saturday morning, do the loop and drive back or go down Friday evening, stay in Nephi, and return Saturday. This should be near the height of the Fall colors. Meet either in Salt Lake Valley at South Towne Mall (106th South between State Street and I-15) at 8:30 am or in Nephi, at the Whitmore Mansion Bed and Breakfast on Main Street at 10:00 am on Saturday October 1. To stay overnight will require advance reservations. One obvious possibility is the Whitmore Mansion Bed and Breakfast (623-2047) \$45-\$65 / night, but there are only 5 rooms available, so make up your mind quickly. 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).

The small group of folks who did this trip last year said it was great. To be sure we know what is going on, due to the two meeting places and times, contact Mike or Sharon Bailey at 262-9361 by Thursday, September 29 if you are going to stay in Nephi Friday night. If you are meeting at South Towne Mall on Saturday, there is no need to call. We will go to Nephi via US 89 through Provo and return via the west side of Utah Lake. If you would like to meet us along the way, give Mike and Sharon a call. Bring along a picnic lunch we will picnic in Payson Park as last year.

The eighth Alpine Loop

The Alpine Loop still remains a popular event even after eight years. The number of cars was down somewhat but we still had about thirty cars take part. The run from South Towne Mall down to the Alpine store was uneventful. Heading up to American Fork saw a MGB lose power due to a plug coming out the intake manifold. Repairing this put several of us tail enders well behind the pack. Catching up, plus the hill, saw temperature gauges rising rapidly as we crested the summit. On the way down we came upon on another B with VERY hot brakes stopped by the side of the road. You have to use those gears on the way down, too. Not much we could do there, and since we were nearly at Provo Canyon, so we all motored on. The run up Provo Canyon and around Deer Creek Reservoir was pleasant, but about half of us got lost, in a minor way, trying to find the park in Heber where we were stopping for lunch.

After lunch we held the drawing for the very limited number of prizes that we had, thanks to Parts Master, Victoria British, and Doug Wimer. Some of our regular donors did not come through. We did collect \$201. from the raffle and donations. From Heber we headed out to Francis, Kamas, Oakley, Peoa and Park City. In Park City we stopped for a bit to join the Healey Club for their Healey Days and than went off to the traditional parade down Main Street, getting lost on the way. At I-80 the remaining group decided they had not had enough and wanted to do Emigration Canyon, so we headed off in that direction,

breaking up at the mouth of Emigration Canyon.

The list seems incomplete but we know the following were there (sorry if we missed you): Barry & Denise Blackett, Edwin Barker, Mike & Amanda Cady, Susan Brown, Dean Lowe, Boyd Hatch, Gary, Sandy & Daisy Lindstrom, Gary & Leisa Bahnmler, Mike & Sharon Bailey, Doug Borba, Nicholas Nichols, Kevin McCloskey, Peter Gerity, Dan & Sharon Forster, Alan & Daniel Mertews, Joe & Jann Linza, Gary & Carolyn Walkingshaw, Doug & Ilene Wimer, and Bill & Julie Van Moorhem.

1994 Vintage Triumph Register Convention

by Mark Bradakis

The 1994 Vintage Triumph Register convention was held in Asheville, North Carolina this year. It was a tad far to drive in Spitfires, so we, Pugs, Diane, Karen, and Mark, took a plane to the event. It was quite an occasion, with about 350 people attending, and over 200 Triumphs of various descriptions.

The featured model this year was the TR6, celebrating 25 years since it was introduced in 1969. There was quite a crowd of them, including Don Carter and his Best of Show winner from the Seattle meet. Also a large number of TR3s, a modest supply of 4s, 4As and 250s, and the usual poor showing of Heralds and early Spits. There was one Spitfire Mark 1 there that was recently restored, and VERY clean.

The autocross was held on Friday, featuring a course on one of the downtown streets. A morning rain made the course a bit slick, but things cleared up later, and over 100

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.

September 2-5. Steamboat Vintage Races. (It will probably be too late to attend by the time you get this newsletter, but it's not too late to plan for next year!)

September 17. Run to the west. Let's explore some new country.

September 18. Senior Citizen's Car Show at the U of U. This is the good one. Make sure you stop by.

September 30-October 1. Triumphfest in San Diego. Call 617-693-0443 for information.

October 1. Mt. Nebo Loop.

October 7-9. The S.W. Idaho Sports Car Club show and rallye in Sun Valley, ID. For information contact Dave or April Erickson at 208-376-3996 or the editors. Deadline for registration was 8/12.

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

October 28-30. Mini GoF in Flagstaff, AZ. Contact Lee Kaplan at 602-937-1203 for information.

November 19. Tech session.

January 21. Tech session.

February 11. Pot-luck dinner.

July 12-16. GoF in Ventura, CA.

July 26-30. Vintage Triumph Register meet in Rockford, IL.

folks enjoyed their runs during the day. Driving in borrowed cars, Pugs and Mark didn't do as well as they usually do in their normal autocrosser.

Saturday's show was quite large, with a vast array of cars spread out across a large grassy field. Just about every sort of post-war Triumph was there, from a Reknown limo to a Vitesse race car. Many vendors had their wares laid out for customers along the sides of the show grounds.

There was a funkhana in the hotel parking lot, a blindfold rally which was quite short, actually, but took some folks a LONG time to negotiate, and a couple of rallies through the surrounding Smoky Mountain country. All in all, quite fun, with many of this year's attendees looking forward to next year's meet in Rockford, Illinois July 26-30. That one is certainly within driving distance of Utah!

A night at Hires

by Sharon Bailey

A good-sized gathering of BMCU members met at Hires Drive-In. Even though Hires is famous for their 50's style "car-hop" service, many members preferred to eat inside to escape the heat. Hamburgers and "Frosty Mug" root beer was the fare.

After dinner we enjoyed a pleasant drive up Emigration Canyon, over and down Parley's canyon. In attendance were: Fred, Madaline, Karen, Mark, Edwin, Pugs, Diane, Bill, Mike, Sharon, Bob, Dorsey, Neal, Marolyn, Bill, Julie, Dan, Sharon, Thom, Janet, Jack, Sharon, Reed, Claren, Marv, Sheree, Doug, Nicholas, Gary, Sandy, Daisy, Kees, and Jon. It was a good evening.

Advanced Warnings

The October event will be the annual end-of-the-season dinner. This year it will be at Texas Red's in Park City October 15. More information in the next newsletter.

Left over parts

We sent out 240 newsletters in August. Jim was at the VTR (Vintage Triumph Register) Convention and we had to pay for copying.

The good news is that the grill badge order has arrived, the bad news is that the mounting studs are coming off. Duff, who made the arrangements to obtain the grill badges, talked to the manufacturer and they wanted them all back. So all the grill badges we had not given out have been returned. We will let you know the developments as they occur.

The Senior Citizen's Concours D'elegance will be at the U of U on September 18. This is a good show with lots of beautiful and rare cars. It's not a hot rod show. It normally runs from about 10:00 AM to 5:00 PM and you will see signs on the south side of the campus directing you there. Stop by and take a look around.

Sports Car International, in their September issue, reports that since

BMW purchased Rover, and made increased funding available, work on two projects has speeded up. One project is a new, smaller and cheaper 4WD vehicle using Defender components, with a traditional Land Rover aluminum body and steel frame and a four cylinder engine. The second is a mid-engined MG. It will have strut suspension all around, four cylinder engine, available either normal aspirated or supercharged, and will be a convertible. Price is expected to be in the \$20k - \$25k range. The MG is expected to be introduced at a show in 1995 and be available in '96. See page 28 of the September issue of Popular Mechanics for a photo of what appears to be fixed head version.

We need suggestions for topics at this years Tech Sessions. We seem to be able to find someone to tell us about nearly any topic. Don't be shy, if you want to learn about some topic others will, too.

Recent new members include: Winter Horton, Winter is looking for a TR3. Welcome!

The 1995 GoF will be in Ventura, CA, July 12-16 and it appears that the '96 GoF will be in Bend, OR. There has been considerable interest within the BMCU in holding a GoF in Utah (Park City would likely be the site) in the not too distant future, the summer of 1997 perhaps. This idea is being explored with the GoF Steering Committee. If we get the GoF in Utah, we will need the assistance of a lot of MG owners,

both T-type and later, to pull it off. Talk to Doug Wimer or Floyd Inman if you are interested in helping. Stay tuned for further developments.

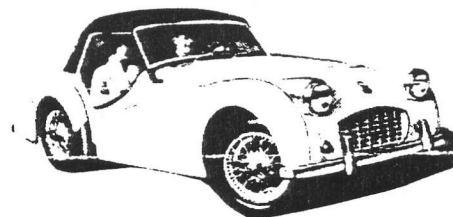
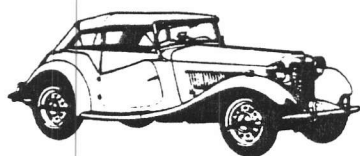
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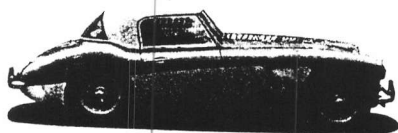
For sale. '69 MGB engine, transmission and rear end. Will consider any offer. Contact Ryan 224-2302.

For sale. 1954 Jaguar XK-120 roadster. Chassis and drive train ground up restoration completed. Needs body work to complete restoration. Call Pete, 581-8346.

For sale. 1960 Triumph TR3A, completely restored. Fantastic, reliable runner. Chrome wires, BRG. Call Pete, 581-8346.

Cleaning out the shed sale: 1958 TR3, rough, overdrive, hardtop, disassembled. 1965 TR4, rusty, incomplete, rusty, disassembled, rusty. I'd like to sell both cars as a package along with all my TR3/4 bits, like various engine blocks, an extra head or two, maybe some race bits, and I've forgotten what else. Yes, the TR4 is the infamous Rust Rocket — it doesn't look like I'll get around to making a vintage racer out of it for some time. Asking \$2138 for the lot. May be willing to work out a trade involving small-chassis Triumphs, like Herald, Vitesse, GT6 or early Spitfires. Call Mark, 355-5438.





From the Exchequer

Balance as of 7/21/94
(Account has \$559.71,

Editor is owed \$57.27). \$502.44

August Newsletter
copying (from Editor) -\$30.56

July Newsletter
postage (from Editor) -\$69.31

July Donations, Alpine
Loop (to account) + \$201.00

Interest (to account) + \$.71

Transfer from account
to Editor \$200.00

Balance as of 8/5/94
(Account has \$561.42,
Editor is owed \$42.86). \$604.28

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This newsletter is published by the British
Motor Club of Utah, Ltd., a non-profit
corporation of British automobile owners.
The group hold 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 801-2531901 (H).

*(answer from page 1) Donald
Healey, who later went on to fame
with sports cars of his own design.*

BMCU

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