

# British Motor Club Of Utah

Volume 8

Number 11

June, 1995

## British Field Day '95

The biggest event of the year for the BMCU is scheduled for *Saturday, June 17th*. The 1995 British Field Day will be bigger and better than ever before. Plans for this year include an extensive show of British cars and bikes, a swap meet, and Funkana. Last year 70 cars and bikes were displayed at St. Marks Episcopal Church, between 200 and 300 East on the north side of 100 South in Salt Lake.

All British built cars and motorcycles are accepted, in any condition, so you have a chance to see cars and bikes from concourse quality to "barely limped her in." We really want to see some daily drivers at the show. Just for fun, we will try to give a prize for the car that is most in need of work, extra points will be given if it doesn't run. Don't be shy.

The swap meet is your chance to buy or sell British parts. We would really like to see people selling parts this year. Bill Davis can arrange storage for your parts if you want to bring them down a few days early and return the unsold stuff (and what you bought) later.

We will be running cars on a short, tight timed course where maximum speeds will be 10 mi/hr. This will be a fun event and a test of driving skills and reflexes, but of more importance, it attracts spectators to the event. Please run your car through the course, even if you are not trying it win. Cars on the course

are normally what makes TV and the newspapers and we need lots of people out there to give them something to photograph.

The purpose of this event is two-fold: to get some neat British cars out where we and spectators can see them; and, mainly to raise money for Hildegard's Pantry. The pantry is the emergency food bank run by St. Mark's Cathedral. It provides food to over 300 families a week! Last year the event produced over \$600. for the pantry.

The pipe band A'Caorah Dubh will lend an authentic air to the festivities by providing pipes and drums. Asbury Pub will be selling Fish 'n Chips and a group from the Cathedral also have food and soft drinks.

We need lots of volunteers on the morning of the day of the show, about 8:00 AM. If you would like to help out just come early or if you need more information or are interested in selling at the swap meet, call Bill Davis at 322-3400 (work) or 968-0610 (home). Also, if you know of any groups or organizations that want to sponsor this event call Bill.

A registration form should be included with this newsletter and registration is \$5./entrant. This gets you and your family admission and allows to enter any number of cars. Please return the form by June 10 to get your name in the program. Many of us have more than one British car, please bring all of them you can. If you are bring in a car (or cars) try to get them there by 9:30 AM and plan to stay to 3:00 PM. We will open to the public at 10:00 AM. Get the poster you received last month up somewhere people will see it too.

## To Logan in the rain

When I got up on Saturday, May 20, and looked out the window the sky was very black off to the west and it appeared that we were in for more rain. While getting the car ready to go the rain started, not too heavy, but it couldn't be ignored. Up went the hood (top) and out came the rain coats, but I was optimistic enough to not put the side curtains in. I gave Susan Cady a call in Roy and found out that it was not raining there, but it looked very black toward Salt Lake. We made arrangements about what we should do if no one was at the Travel Council parking lot and then Julie and I got in the car to drive up to the capitol. With the rain coming down we arrived at the capitol to find three other cars there and the lot jammed with cars from runners who were taking part in a race. We waited around a bit while two other cars turned up and then tried to head out toward the blue sky toward the north and west. Salt Lake's finest had the roads blocked for the race and a rather circuitous route was needed to get out to the interstate.

After an uneventful and dry drive up to Roy, we found the park and waited a few minutes for Mike and Susan Cady to arrive, during which several other cars also arrived. Some who could not get to us at the Travel Council and others who planned to join us in Roy. Leaving the park we had nine cars and two more, who had driven down from Logan, joined us south of Brigham City. The drive to Logan from Brigham City was great, the sun was out now in full force, the top was down, everything was the green you get after a rain, and the mountains

*What are two of the unusual features that Morgans are known for?*

were capped with snow. What a great day! Arriving in Logan we made our way to the park where everybody disappeared, to get lunch I guess, because they all returned and started eating.

We sat around talking cars, kids and the usual chit-chat of a relaxed lunch. The return was via Sardine Canyon, where the road is mostly four lane now, then highway 89 through Ogden to Farmington. Going down the interstate the group began to split up and head home. Both Julie and I got the first sunburn of the season, got to remember sunscreen next time.

Enjoying the trip were: Kris & Rae Peterson, Kevin McCloskey, Byron & Rayla Simpson, Mike & Sharon Bailey, Nicholas Nichols, Mike & Susan Cady, Brent Gerity & Deann Shepherd, Mike Odernheimer & Larry Ruggiero, Robert Larsen & Mark Mace, Craig Reese, Bruce Bugbee, Keith & Liz Mott, Bruce Schilling & cousin, Pete Gerity, and Bill & Julie Van Moorhem.

## Competition Notes

By Mark J. Bradakis

Summer can't really hide out too much longer, it will get here eventually. One thing that is coming right up is the Intermountain Vintage Racing Association's annual hillclimb. This occurs the weekend of June 10 and 11, and will be held on the road to Snow basin, outside of Ogden, rather than the site near Park City used last year. If you are just hearing about this now, it may be a bit late to get a car ready for entry, but come on out anyway and be a part of the event. IVRA has set up a phone line with a recorded information message, 801-281-CARS.

## 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 10-11. IV Racing hillclimb at Snowbasin, near Ogden. Contact Don Colman, 942-5259, for information

**June 17.** British Field Day. Contact Bill Davis.

June 18. British Car Day at the Autocross. Valley Fair Mall. Contact Mark Bradakis at 364-3251 for information.

June 26-30 NAMGBR Convention at Lake Tahoe. Call 800-NAMGBR1 for information.

July 1-2. The MG Car Club of Sweden Scandinavian MG meet. On an island off Stockholm. Call +46-8-768 26 28 for information.

July 12-16. GoF-West in Ventura, CA. Contact Floyd Inman, 645-8460, for information.

July 14-16. 3rd Annual Moss British Car Festival, Buellton CA. Call 800-235-6953 for pre-registration material.

**July 29.** Alpine Loop.

July 26-30. Vintage Triumph Register meet in Rockford, IL. Contact Mark Bradakis, 364-3251, for information

August 17-20. University Motors Annual Summer Party. Ada, Michigan.

**August 12.** Run to Mirror Lake.

**August 18-20.** BMCU tour to the Cedar City Shakespeare Festival. Contact Karen Bradakis at 364-3251 for information. Early reservations are needed.

October 6-8. Triumphest in Palm Springs, CA. Call Bill at 310-641-9204 for information.

**October 7.** Fall Colour Tour.

October 21. End-of-the-season Dinner.

**November 11.** Tech Session.

**January 13.** Tech Session.

**February 10.** Pot-luck and Business Meeting.

June 26-30, 1996. MG International -- Indy 96.

On the autocross scene, The Fat Chance Garage is working with the local SCCA region once again on BMCU participation during one of the events. I had hoped to make it in May, at the University again, but that didn't work out. Now the plan is to have it the day after British Field Day, at Valley Fair Mall. So after showing off your car on Saturday, come out to the mall on Sunday, June 18th.

Pretty much any car that won't fall apart is eligible to run. Make sure the battery is securely fastened [coat hangers don't count], the wheel bearings are in good shape, the brakes don't leak and that the car has seatbelts. If you'd like more info on car preparation or the event itself, give me a call at 355-5438.

Current entry fees for these events are \$20 for those who are not SCCA

members, but there's a good chance that BMCU people who enter their British car will not have to pay more than \$10. It should be a fun day. And yes, it IS Father's Day, so you fathers can tell the family it is what you really want to do on that special day.

Also, later this summer there will be some SCCA TSD [Time, Speed, Distance] rallies, in September and October, it looks like. I may have to give them a try!

## Tell me why I should!

Here is what Tom and Ray Magliozzi, a.k.a. Click and Clack, of the public radio show Car Talk had to say about buying and owning a British sports car in response to a question by Judith.

**Judith:** I'm getting ready to purchase my first automobile this summer, and I have my heart set on an old British sports car. I'd either like an MG or a Triumph Spitfire. However, my parents aren't exactly thrilled because they feel old sports cars need too many repairs and are unsafe. I just want to drive to and from work, but I do want to know if cars like MGs and Spitfires are just a hassle.

**Ray:** A car like that is not just a hassle, Judith. It's a complete and utter hassle, as well as a money pit, a death trap and source of continual and painful frustration.

**Tom:** But you should get one, Judith. They're wonderful cars!

**Ray:** In their favor, they are among the safest cars you can buy. They're always sitting in the drive-way with the hood up, and you can't get much safer than that.

**Tom:** Don't listen to him, Judith. He has no sense of the romantic. He doesn't remember what it is like to cruise down the road, the roar of the engine in your ears, the sun on your face, and the wind tangling knots in your hair.

**Ray:** Very funny. I do remember what it's like to have hair for the wind to tangle. But when you painted this scene, you neglected to mention the smell of burning oil wafting up your nostrils, and your AAA card clutched in your sweaty palm.

**Tom:** Oh, picky, picky. I've owned both of these cars, and everything my brother says is true. But despite that, I have nothing but wonderful memories of them. Go for it, Judith.

--Thanks to Flemming Larsen and the British Car e-mail list for the transcription.

## Left over parts

The Alpine Loop Run is approaching. The BMCU was organized by five couples driving over the Alpine Loop in July of 1988 and this will be the eighth running of this event. Not a long running event compared to the Glenwood Springs Rallye out of Denver, over forty years, or the GoF West, over twenty years, but it is still an event to proud of. We will follow the usual plan. Meet at South Towne Mall, down to Alpine, then over the loop road east of Mount Timpanogos, up Provo Canyon to Heber for lunch. Then to Francis, Kamas, Oakley, and through Brown's Canyon to Park City for the annual pass down Main Street to a stop at I-80 for the final good-bye. The event will be Saturday July 29 this year. Get the date on the calendar and the car ready.

Grill badges! If you ordered and pre-paid for one be sure to pick it

up. The following people have paid for one: David Tyler, Robert Hoskins, Laurie Hope, Howard Bartlett, Richard Leavitt, Shawn Stewart, Russ Myer, Tom Barnard, Stephen Cooper, Robert Hendricks, and Dennis Stephenson.

We sent out 201 newsletters in May. Many thanks to Jim for copying the newsletter. How many people noticed the date on last month's newsletter? (*Note from the artist: Oops! I copied the template, but forgot to change the date!*)

Plans are well underway for the trip to the GoF-West this year in Ventura, CA. Floyd Inman is heading up the trip and has planned quite a tour. The group will leave SLC for Ely on July 7. On the 8th they will motor to Lee Vining. Next to Carmel via Yosemite on the 9th. The 10th will be spent in Carmel. The 11th will take them from Carmel to San Simeon by way of Big Sur and the Hearst Castle. On the 12th they will reach Ventura for the GoF. The group will depart Ventura on the 16 for Las Vegas or Mesquite and will be back in SLC on the 17th. If you are interested in taking part give Floyd a call at 645-8460.

According to MG Magazine BMW Chairman Bernd Pischetsrieder has had the following comments on the MGF coming to the U.S: From Autoweek (March 13, 1995): "...parent company BMW has instructed Rover to investigate reentering the American market, and the MG is the leading contender for crossing the pond." From USA Today (March 15, 1995): "...would not be on the U.S. market...the car would not meet U.S. safety and emission standards and would be too costly to modify." Confused? Everyone else seems to be too.

We're making a change in the way we do our accounting. The donations and other income will appear a month behind in order to

get it to the Chancellor of the Exchequer and into the account. So no listing of donations this month, they will show up next month.

## From the Exchequer

Account balance as of  
4/15/95 \$893.40

April Newsletter  
postage (Exchequer to  
Membership Director) -\$41.78

Balance as of 5/22/95 \$857.62

Board of Governors: Mark Bradakis,  
Governor General, Steve Bender, 571-5020;  
Jim Pivrotto, 486-0547; Marty Van Nood.

Cancellor of the Exchequer: Martin Van  
Nood, 268-4105 (H).

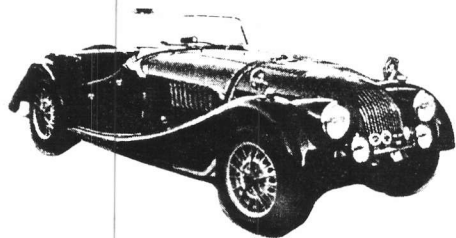
Newsletter Editors: Bill and Julie Van  
Moorhem, 582-9223 (H), 581-7687 (W).

Associate Editors: Mark and Karen  
Bradakis, 364-3251 (H).

Newsletter Layout and Art: Nathan Massie,  
486-2935 (H).

Membership Director: Bruce Schilling,  
486-0425.

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 Bruce Schilling, 917 East Millcreek Way, Salt Lake City, UT 84106 or call Bruce at (801) 486-0425.



*(answer from page 1) Morgans are known for their unusual front suspension, more or less unchanged since 1908, and the use of wood in the body work, a practice that MG gave up about 1956, and Triumph even earlier.*

## BMCU

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