

British Motor Club Of Utah

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The 8th Alpine Loop tour

I am sure the folks in the five cars on the first Alpine Loop run would have questioned if the BMCU would have lasted eight year when they first drove over the road in 1988 and certainly would doubted that the group would have over 200 members. But we did and do. Let's make this a great run for the group.

To do the classic loop, we will start at the South Towne Mall and head south past Point of the Mountain following two-lane roads. Then toward American Fork Canyon with a brief pit stop at the store on the road to Alpine. Up American Fork Canyon past Timpanogos Cave to the fork where we head to the south onto the true loop road. This very narrow road climbs very steeply through beautiful mountain scenery past Mount Timpanogos and then descends as steeply down to Sundance Ski Resort. As we done for two years, we will continue past Sundance, into Provo Canyon, past Deer Creek Reservoir to Heber where we will picnic in the park and raffle off some prizes. The proceeds from this raffle are a major source of funds for the group, so be sure to buy some tickets.

After lunch the group will leave Heber to the north, climb the hill to the east of Jordanella Reservoir, and continue through Francis, Kamas, Oakley and Peoa. Then through Brown's Canyon and into Park City, where we will make the traditional run down Main Street. This is a pleasant trip, through some of the

best local scenery. The pace is leisurely, although the hills are challenging for many of the cars. We expect near forty cars on the loop this year and, if you like British cars, it is an exhilarating experience to be motoring with a group that size.

Meet in the parking lot near the Southeast corner of the South Towne Mall at 9:00 am on Saturday, July 30.

South Towne Mall is between State Street and I-15 at 106th South. There is a 106th South exit from I-15. If you are in Utah County and want to meet us along the way, the best location is at the Alpine Store located on the road running from the Alpine exit of I-15 to American Fork Canyon, at the intersection with the road running north into the town of Alpine. The last time I was by the location, another store had been built and parking limited. Our best estimate is that we will be there about 10:30 but it is often hard to get the group moving so be patient. You are certainly free to leave the group at anytime, but try to indicate that all is well and you are not having a mechanical problem. Bring a picnic lunch, sunscreen, and, maybe, a rain jacket. If you have questions contact Bill or Julie Van Moorhem, 582-9223 (H). We hope to see you there!

A Fourth of July Parade

The Exchange Club of Sandy has again asked us to be in the fourth of July parade. This parade is in the evening and, if last year is typical, really has a big turn-out. The parade starts at 6:00 PM but they would like us in place at 5:00 PM at the Becton-Dickinson Vascular parking lot (9400 South and State Street). The parade is 1.2 miles long and

ends just past 700 East and 9400 South. It was great fun last year and some of us actually found a place for dinner open after the parade. Bring your kids, grandkids, and anybody else. Kids love to be in parades. Contact Bill or Julie Van Moorhem, 582-9223 (H), for more information.

The Field Day

Bill Davis and Duff Lawson, along with everyone who helped make the plans, raised the funds, and got the publicity, those who helped set up flags, tables and such in the morning, who took at turn at one of the entrances during the day, and who helped put it all away, all deserve a pat on the back for the best Field Day yet. Official figures are not in but I was told by one person that there were over 100 cars and bikes registered, and hear equally impressive numbers for the money raised for Hildegarde's Pantry.

I drove everyone crazy trying to get cars out on the autocross circuit that was laid out in the parking lot, but I think that it helped to get the cars moving. Every time someone got their car going a good sized group turned up to watch. The clear winner on the circuit was Charlie Smith with the Austin London Taxi (it appears to have over a million miles on it, according to Charlie). Charlie, with Susan Cady waving from the rear seat, claimed to have reached a top speed of 16 mph on the straight, but that may be optimistic. Mark and Pugs put on a good show with the Fat Chance Spitfire, and Jon certainly got the "street" class award for pre-1960 cars while Rob Green demonstrated that newer cars can be impressive.

Who knows the paint code for BRG (British Racing Green)?

The cars in the show were beautiful and I am sure everybody, got the traditional "I used to own one of these and I wish I had never sold it" story. Anytime we get to talk about our cars makes for a good day so I am sure that we all had a great one. It would have been hard to believe on Friday (and Saturday evening) but we couldn't have had better weather, cool and dry, too.

Let Bill know what you liked and disliked about the Field day. We need to get thinking about next year. One thing we need are banners. Someone in the club must be in the banner business or know someone in that business. If so, let us know if you can help out.

Moments with Maggie, Part I

By Karl Best

Editor's note: You all will be meeting Karl and his MGA "Maggie" soon. Make sure to pet her behind the air vents, she likes that. Karl has written us a description of getting her running.

I first noticed an MGA in one of those coffee-table photo books almost 15 years ago; it was love at first sight. But being just out of school and newly married the household budget didn't allow much for expensive hobbies. Every couple years since then I got the urge to look again; sometimes perusing the want ads would produce a lead that I would go check out, but lack of finances always limited to just dreams any thoughts of driving down the road with wind in my hair.

Finally, last winter I decided to get serious. My job had progressed to the point that I had a few hobby dollars left over after buying groceries, and I felt like I needed a new project, or at least one a bit funner than putting in the back yard.

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.

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 4. Sandy City Parade, 5:00 PM at the Becton-Dickinson Vascular parking lot (9400 South and State Street).

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. Contact Bill or Julie Van Moorhem, 582-9223, for information.

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. Doug and Ilene Wimer, 654-2117, are making the plans.

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

September 1-4. Vintage races and concours in Steamboat Spring, CO. Contact the editor for more information.

September 16. Mystery Tour. Let's try something new.

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.

I started doing a bit of research, signing up to an electronic mail list on the Internet that dealt with British cars, buying books and magazines and reading what I could. I've never worked on cars before (that gene didn't run in our family), but was fairly mechanically inclined after working on bicycles for 20 years, so working on a little car didn't look too hard.

One Saturday in early February I stopped by Partsmaster, which I

knew carried Brit car parts. To my dismay there was a sign in window saying they had closed as of a couple days before. Another would-be customer was driving a Land Rover, so I asked him about other parts places and if he knew where I could contact the local Brit car club. It turned out that this was Bill Van Moorhem, and he just happened to have a club flyer with him. So I signed up for the club, too.

The email list gave me a few leads on a car, but I wasn't in enough of a hurry to want to drive all over the country looking at cars. A few more days of looking in the newspaper resulted in a good prospect, a '57 roadster in Tooele. I had been looking for a '59 for sentimental reasons (my birth year), but I thought I'd go check this one out anyway, if nothing else than to get more familiar with MGAs. But once I saw the car I knew I had to have it — it was in wonderful shape with no rust, and had a great paint job and newly rebuilt engine. The owner had been slowly working on a restoration for a few years but ran out of time before the divorce hit. A couple weeks to put the money together and I had the car on a trailer heading home.

It's surprising how many people have harboured fantasies of little sports cars. As soon as I pulled up to the house with the MG on a trailer, neighbours started coming out of the woodwork with their stories of how their brother-in-law or roommate had owned one years ago and they've wanted one ever since. Wow! I never got that much attention with my bicycles!

So now what do I do with a rolling chassis, engine, fenders, and dusty boxes of mostly unidentifiable parts? Why, call in an expert, of course. Bill was more than happy to drop by on a rainy Saturday afternoon and give me a few pointers on where to start. I told him I was leaning towards just hiring the whole reassembly project out, perhaps more out of fear of my ineptitude than anything, but Bill reassured me that the MGA is a simple car and a good learning project. With this assurance and his offers of help I decided to tackle as much of the job as possible myself.

Next time, Karl invests in a few tools and starts to work. Look for more of Maggie's story next month.

Left over parts

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.

Bruce reports we have 226 members.

Congratulations to Jim "Pugs" Pivrotto and Diane on their wedding.

There is really a lot of British car information available through e-mail and the web. If you have a connection to the (computer) net you should explore it. Our own Mark Bradakis is a focus for this activity, on an international scale. Talk to him about it.

Anybody familiar enough with the World Wide Web to create a homepage for the BMCU? If so see the editor or Mark Bradakis. Mark has a machine where it can reside.

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.

The Steamboat Springs Vintage Race and Concours is coming up soon, Labor Day weekend,

September 1-4. Everyone who has gone to this event has come away impressed. There are about 200 cars (mostly pre-1967) for the race, about half British, plus the concours. The concours always attracts a goodly number of interesting machines too. Mike and Susan Cady, 731-1599 (H), and the editors, 582-9223, are regulars at Steamboat and can give you the story. Steamboat fills to the brim for the weekend and you need to make reservations now. We both normally camp, but you should make reservations for that, too.

Autojumble

For Sale, 1969 Austin Healey Sprite, on blocks for four years. In good condition, red and white with white seats, new clutch, engine rebuilt, good tires, new electric fuel pump. Make an offer. Call Wanda Goddard at 1-225-1970 in Orem after 4 PM.

For Sale, 1979 Spitfire, hard and soft tops, running, \$1800. Call Kyle or Holly Bassett at 261-3014.

For Sale, 1959 TR3, partially disassembled. Complete except for seats and fuel tank, includes some spare parts. Must see. Call Lou Parsons at 521-3953 (H).

For Rent, car storage space in the Sugarhouse area. Heated and very secure. Contact Jim Freidman, 581-1014.

From the Exchequer

(answer from page 1) There are many colors that go under the name BRG. MG used at least three during the 20 years before 1980 and car owners have undoubtedly invented many more. BRG tends to be a dark green, but that is the most one can say about it. The connection between British racing and green came about by the choice of colors to identify the nationality of cars in international sports car racing. Some well known ones are red for Italy, silver for Germany, white with a blue stripe for the USA, and, of course, green for England. These colors seemed to be more tradition and than rules, since one year some British cars were painted red because the railroad crossing guards on the route of the Mille Miglia seemed to allow red cars through but always had to stop others for trains.

Balance as of 5/22/95	\$857.62
June Newsletter postage	-\$43.74
May Donations	+\$40.00
Grill Badge sales in May	+\$40.00
Correction	-\$4.59
Balance as of 6/15/95	\$889.29

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

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

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