

# British Motor Club Of Utah

Volume 8

Number 7

March, 1995

## We're on the new list!

It's time to get the club growing again. We peaked out last year with a membership of about 240 – a bit below the year before. Membership is down to 173 right now following the pruning that occurs every year with the renewal postcards.

The best way to get the BMCU moving is by word of mouth and by sticking a membership application on any British car you see parked or talking to the owner about the club. For this purpose we have enclosed an application with this newsletter. Notice that it is two-sided! Make a few copies, keep them handy, and hand them out.

## Time to get the car out

The St. Patrick's Day parade will be Saturday March 11 with the parade beginning at 10:00 am. If you have never been to this parade, it is a fun event. It is not a "I-take-myself-very-seriously" type event. The announcer always has some comments about English cars at an Irish parade or about the cars leaking oil. Feel free to shout back some fun retorts. Bring balloons, paper shamrocks, green crepe paper, green hats, or dye your hair green. Get into the spirit of the event. If the car has a ding or rust hole, paste a shamrock over it. Bring the kids or grandkid – they will love it.

As is usual, we will not know our exact meeting place until Saturday morning. The best plan is to try and reach the intersection of Main Street and South Temple by turning off West Temple onto South Temple. Sometimes the police will not let you into the area except from West Temple, and other times they will. The parade moves down Main to about 4th South where it breaks up. If you need to cross Main Street when trying to reach the meeting point, do so south of 4th South. There is normally a table on the south side of South Temple between West Temple and Main where you can find out where we are located. If you don't see someone with a BMCU sign, inquire at this table.

Try to be in place by about 9:00 AM and expect a traffic jam. We will likely go somewhere for an early lunch after the parade. If there is very bad weather the parade will be held the following weekend. For information call the editors, Bill or Julie at 582-9223(H).

## Food and business

About twenty five enthusiastic folks turned up for the annual pot-luck and business meeting. The treat at the meeting was the projection TV system that St. Mark's has obtained and prevented a small group huddled around a TV set from being the only ones who could see the videos that were shown. The second treat was the food. This event always seems to attract large amounts of very good food (and the side effect of eating too much). Many thanks to everyone who attended and brought this great food.

After watching J. Jennings' Mt. Equinox hill-climb video, the Mt. Equinox hill-climb is probably the most famous event of this type for vintage cars. We watched a couple of short segments off the local news featuring the BMCU and the British Field Day with a great segment of Kees and Becky Versteeg navigating the funkhana in their TD. During dinner we saw a video made up of four MG-produced sales films. The first was a silent film of a tour of the MG plant in about 1930. The other three being of 1950s vintage, two about rallying and the final one featuring the record breaking on the salt flats in the early 50s (more on this in the "Left over parts" section.)

After dinner we conducted the necessary club business. The calendar for the year is in bold type in the Lucas Calendar. Get those dates marked on your calendar and get out to some events this year. We didn't get as many new events as we would have liked, but did get one or two and have recycled some we have not done for a few years.

The board of governors elected for the year was made up of Steve Bender, Mark Bradakis and Marty Van Nood. Bill Van Moorhem will serve as an ex-officio member. Currents plans are for the board to meet at the St. Pat's Day parade to deal with whatever business needs to be done.

*What year did the MG Midget (the "modern" Midget that disappeared in 1979) first appear?*

## Left over parts

Many thanks for the donations and letters that got sent in with the renewal postcards. The donations will help keep the club running and the letters certainly encourage the editor.

Reed Baier has functioned as the BMCU membership director for the past several years but finds that other commitments are limiting his club activities and would like to step down from that position. We need a person who is willing to act as the focal point for new members. We will list the name and address of anyone taking on the job in the newsletter and on our membership forms. Thus, anyone wanting membership in the group will talk to you about the BMCU. Once a month you will need to collect together the information on new members and get it to the Editors to be added to the newsletter mailing list. Not a terrible job but it does require a little time and you should enjoy talking to people. If you are willing to do this, please contact the editors, Bill or Julie, at 582-9223(H) or 581-7687(W).

We have started to use a new computer program to print the mailing labels for the newsletter. This required everyone's name and address to be retyped and typing errors certainly occurred. If your newsletter is mis-addressed but finds its way to you, please let us know.

One letter writer pointed out that RAINEX has worked extremely well on his windshield and that we should note it in the newsletter. The editors have also used RAINEX and been extremely pleased with it. RAINEX is a liquid you apply to your windshield and it causes rain to flow very freely off the surface of the windshield. Since many British cars have very small windshield wipers, this can be a major aid when driving

## The Lucas Calendar

This calendar works about as well as its namesake, so use it with care. Club events are in **bold type**. The others you may find interesting. All events are subject to change.

**March 11.** St Patrick's Day parade.

**April 22.** Poker Run or Rallye. Steve and Laurie Bender.

**May 20.** Run to Logan. Mike and Susie Cady.

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

**June ??.** IV Racing hillclimb near Park City.

**June 23 or 24.** Possible dinner with MGB owners traveling to MGB Convention at Lake Tahoe.

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.

**July 29.** Alpine Loop.

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

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

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. Karen Bradakis.

**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.

in the rain. Try it, we think you will be impressed too.

Boyd's Import Parts, which used to be Parts Master, is no longer with us in Salt Lake City. As of February 1 Boyd closed up the old Parts Master Store and moved the stock to his store in Ogden. This removed the major local British parts supplier from the Salt Lake City area. It is not clear if anyone will attempt to fill this niche or not at present.

Bruce Schilling, former owner of Parts Master, tells us that Mitch Tucker has a new job with Ace Parts(?), a parts wholesaler.

The British Field Day is starting to appear on the horizon and may be in June this year rather than May. Bill Davis would like to get a group of people to help him organized and publicize the event. If you would like to help with this contact Bill at 968-0610 (H) or 322-3400 (W). The Field Day is developing into a major event and we need YOUR help to

make it go and grow. Put a bit of time into it and let's see the British Field Day develop. Again the Cathedral of St. Mark will sponsor and provide the site for the event, with the BMCU and the Utah British Bike Club actually organizing it. We also hope to have continued participation by the Jaguar, Austin Healey and Morgan clubs and really want to work hard on the publicity for this event this year. If you have any experience with publicity, newspapers, TV and/or radio, or want to learn, give Bill a call. Help make it all work!

We sent out 245 newsletters in February. Many thanks to Jim for copying them.

We have been in contact with some MGB owners from Missouri, Illinois and Kansas who are planning to go to the North American MGB Register Convention at Lake Tahoe and would like to have dinner with some Salt Lake MG owners on June 23 or 24. They may also be in need of some technical assistance. If you would like to have dinner with these folks or offer some possible help, watch the newsletter for developing plans.

Doug Wimer has received another letter of support from a member of the GoF-West Steering committee. It is looking very much like the 1997 GoF-West will be held in Park City. Doug and Floyd Inman will be looking for a lot of help for this event.

We need someone with access to a fax machine to keep the Salt Lake Tribune's Recreation Page updated on BMCU events. Contact the editor if you would undertake this task.

The question last month about the MG-Utah connection produced a couple of responses:

Karl Best writes, "The answer to the question of the MG-Utah connection in the February newsletter didn't go far enough.

While the MG factory sponsored several runs on the Bonneville Salt Flats in T-series cars in the early 1950's, the speed record attempts didn't end there. Robert Vitrikas, in his book *MGA: A History & Restoration Guide*, devotes several pages to the history of MG record attempts at Bonneville in cars based on the "A" type.

"The car EX179, with an engine based on the XPAG used during the earlier attempts, set seven International and 28 American records on 17 August, 1954, then several more three days later. The same car returned to the salt in 1956 and broke more records. EX179 took every record from 250 miles to 12 hours, exceeding its previous run in 1954 by over 20 mph in establishing a new record of 141.86 mph for 12 hours. (Vitrikas p. 125) With a different engine and tires the car broke the old 10 mile record of 160.45 mph by achieving 170.15 mph.

"MG returned to Bonneville in 1957 with the EX181, a mid engined twin-cam. Driven by Stirling Moss, the car broke records for one kilometer, one mile, five kilometers, five miles, and 10 kilometers at speeds of around 245 mph. Not bad for a 1500 cc engine. Two years later the car, this time with a slightly larger engine and driven by Phil Hill, set records of about 10 mph more."

Roy Beale reports that John Lelis (Lelis Transmissions) owned the MG dealership in the early '50s.

The editor remembers someone has been attempting to break 200 mph with a highly modified MGA during the last year or two at Bonneville. We don't know if they succeeded.

## Autojumble

For Sale, Jaguar-Moss gearbox, for E-type, but will fit an XK-120 to 150 after swapping a few parts. \$100. Contact Bob Northrup at 342-6606(W) or 756-2484(H).

For Sale, 1968 TR250 with overdrive, beautifully restored, pristine condition. Dark Blue with silver nose stripe. Under 70k original miles. Best offer over \$8500. Contact Blake at 566-3658 days.

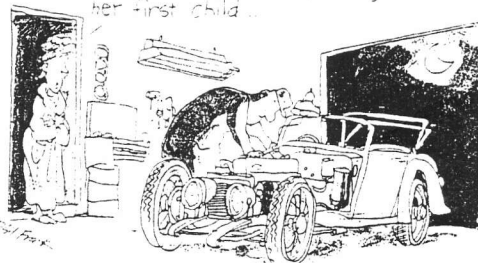
For Sale, '57 MGA roadster. Restoration nearly complete. Engine professionally rebuilt 2 months ago. Body painted old English white. New chrome. Ready to assemble. Contact Darrell Scott, 882-8185.

For Sale, Jaguar 1976 XJ-C, BRG, immaculate. \$8500. Call Howard, 521-8452.

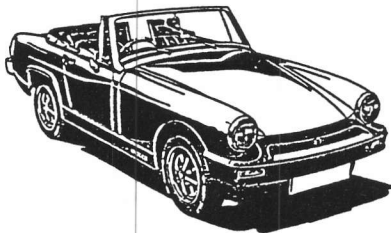
For Sale, '59 MGA. Arizona car, no rust, cosmetically restored two years ago. Call Bob Bandera, 602-393-5105 or rbander@apsc.com via internet.

## Frank & Troise

Wow, why don't you come in now? You've been out here a long time. Both of the kids have graduated from high school. Josh has joined the Peace Corps and Eileen is expecting her first child.



## From the Exchequer



Estimated balance as  
of 1/21/95 (Account  
has \$579.09, Editor  
has \$46.19). \$625.28

February Newsletter  
postage (from Editor) -\$77.44

February donations (to  
the Account) \$268.00

Correction -\$7.34

Estimated balance as  
of 1/21/95 (Account  
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owed \$31.24). \$808.51

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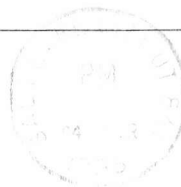
Cancellor of the Exchequer: Martin Van  
Nood, 268-4105 (H).

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) Although the  
Austin Healey Sprite first appeared  
in 1958, the Midget did not appear  
until 1961. Production continued  
until 1971 for the Sprite and 1979 for  
the Midget. The cars were identical  
except for minor cosmetics.*

## BMCU

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