

# BRITISH MOTOR CLUB OF UTAH

Volume 8

Number 2

September 1995

## Mystery Tour

The editors will lead the group on a tour on September 16. We will let you know the destination that day. Bring a picnic lunch and drinks. The trip will be in the 50 to 100 mile range, similar to the Alpine Loop in distance. Meet on the road in Sugarhouse park running west, parallel to 2100 South at 9:30 AM. For information call the editors, Bill and Julie Van Moorhem, at 582-9223(H) or 581-7687(W).

## PARK CITY MINER'S DAY PARADE

### aka: LABOR DAY PARADE

By Floyd Inman

The Park City Rotary Club is again hosting the Park City Miner's Day Parade down Main Street on Monday, September 4, 1995. And once again, the BMCU will participate. Those interested in parading your cars should arrive at the line up point (Swede Alley) no later than 10 a.m., with the parade beginning at 11 a.m.

*Gary Lindstrom mentions that there was a MG-K3 at the GoF. The K3 is probably MG's most famous racing model. This car was extremely successful in racing from 1933 when they first appeared in races, until well into the 1950s, and the cars are still raced by these with the financial resources to acquire one. How many K3s were built?*

Bring a picnic lunch, as the parade terminates at City Park where there are all kinds of activities for the entire family. The highlight of the afternoon will be the "Drilling and Mucking" contests, with participating miners from the Mountain West.

Last year was the first time we participated. In addition to the normal drive down Main Street, we were asked to provide a car for the Grand Marshal. We all had a great time, so lets all try to make it. For more information contact Floyd or Kathy Inman, 645-8460.

## Trial Lake Run

On Saturday August 12 the group gathered to do a new run, to Trial Lake. We met at the service station at I-80 and U.S. 40 to avoid the crowd that might be around for the Park City Balloon Festival. The group gathered slowly. To get started Doug Wimer gave out a series of questions, in a random order, to be answered on the way to the lake. We started off at three minute intervals with the questions requiring us to read the signs along the road and to record the sequence in which the answers occurred. This kept everyone interested in the presence of beavers, nudists, trails, trees etc. Because of the staggered start we arrived helter-skelter at the lake and proceeded to try and find the place for the picnic. The first wave with Doug and Ilene as guides had no problem, the second wave ended up on the wrong side of the creek with a few crossing on trees, the editor wading across, and Julie

walking back to the road to get the third wave going on the right side of the creek. When we finally arrived the site was great and well worth the effort to reach it.

While eating or waiting we learned that Greg and Susan's TF had a generator and charge light failure and was running on a slowly dying battery. Pugs and Diane's Spitfire had either a half shaft or differential failure and needed to borrow a good jack to figure out which. Either of which was going to make getting home interesting. After grading the answers to Doug and Ilene's question's, of which Dan & Sharon Forster go 11 out of 15 right to win, we walked back to the cars. The Chester's TF started and they headed off to Utah Valley and home, while the rest of us looked at the Spitfire. The half shafts looked okay but the differential seemed to be the problem. The best we could do is close up the car and plan to come back with a trailer. Now how to get Pugs and Diane home? There were two cars with only a driver, but Steve & Laurie Bender had brought both the TR4 and the daily driver since they were planning to stay in a campground overnight and they let Pugs and Diane use the TR4 to drive home.

With the problems somewhat worked out we headed downhill with plans to stop in Park City at the Healey Club's Healey Days show. Arriving there we found a sizable group of Austin Healeys and Jensen Healeys in place. The Jensen Healey national convention was to be in

Breckenridge Colorado and they had stopped by for the show. We joined in for a hour or so, until things started to break up.

Enjoying a great, new run were: Steve & Laurie Bender and family, Craig & Brenton Welk, Mike Odernheimer, Doug & Ilene Wimer, Floyd & Kathy Inman, Pugs & Diane Piviroto, Kevin McCloskey, Susan & Greg Chester, Gary, Sandy & Daisy Lindstrom, Karl & Kaleb Best, Doug & Jill Jensen, Dan & Sharon Forster and Bill & Julie Van Moorhem.

## **BMCU Wins Santa Barbara Cup**

*By Gary Lindstrom*

The coveted Santa Barbara Cup, awarded to the club whose members log the highest cumulative mileage driving to an MG T-Series Gathering of the Faithful West, was awarded to the BMCU for 1995 at Ventura Harbor California. A total of 5680 miles will be inscribed, logged by Floyd and Kathy Inman, Gary and Sandy Lindstrom, David and Carolyn Stephens, Doug and Ilene Wimer, David and Muriel Machovec, and Greg, Ryan, Leslie and Julie Chester. Mike and Sharon Bailey attended "in spirit".

Other awards were garnered, including the "MG Spirit" photo award (Ryan Chester), second place in the TD-TF & Y Funkhana (Gary and David M.), and --- the biggest of all --- hosting the silver anniversary GoF '97 in Utah's home of silver mining, Park City.

As usual the cars were the stars at GoF '95. "Pre-War Tribute" was the theme, with Mike Allison, author of "Magic of MGs" flown in from Jolly Old to narrate a rolling

## **The Lucas Calendar**

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

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

September 9. Peach Days Car Show in Brigham City. Take the Logan exit east from I-15 for about 1.5 miles and watch for the old Fred Meyer Store. **FREE!** They are looking for some sportscars. Lets help them out. Contact Craig Welk, 723-3237, in Brigham City, for information.

**September 16. Mystery Tour. Lets try something new. See the lead article.**

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

chronological review. The hotel lobby was graced by pristine K3 number 006, which ran faster at Brooklands in its maiden year (106 MPH) than the winning time at Indy that year. All told, there were 21 MMM cars (Midgets, Midgettes and Magnas), and 10 late pre-war cars (TA, TB, S, V, W). A gorgeous J2 and a magnificent TA Tickford won these categories respectively, by popular vote as is the GoF custom.

Forty-five TDs turned out, with first prize won by the TD of Shirley

October 6, 7.& 8, 1995. Texas M.G. Register 21st annual Fall Meet in Tyler, TX. For a Texas MG Register newsletter and Fall GoF Registration Form, E-Mail your name and address to Texas MG@aol.com.

October 6 & 7. 35th Sun Valley Rallye with the Southwest Idaho Sports Car Club. Contact John and June Clark at 208-336-8101 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.

August 11-16, 1996. GoF-West '96 in Stevenson, WA.

Bowman, whose beautiful restoration (the car) was undertaken single handedly when her husband revealed confusion at brake vs. clutch functionality. Shirley (and hubby Dennis) also won the First Timers' Display, the TD-TF & Y Funkhana, and the overall High Point Award. Shirley also did well in the Al Moss Mystery Rally/Tour to Ojai, presumably because she was not genetically prevented from asking directions. The chrome air conditioner (OK, dryer vent hose)

on Lindstrom TD drew admiring comments (the perfect GoF '97 souvenir?), being labeled "Stealth Radar Evader". The Machovec unrestored ZB sedan attracted much attention, basking in its fame as an MG Magazine cover story.

Well attended tech sessions were held on TD gearbox rebuilds, XPAG oil continence (recommendation: kevlar Pampers), MMM mechanicals, and body finish maintenance. The Wizard Mechanics Contest involved owner sequestering, electrical system gremlinry, and a race to restore what passes for normal operation. Gary met the test, but was beat by everyone except Al Moss, who never did get his TC running (hmm -- was he REALLY trying?).

In winning the Santa Barbara Cup, BMCUers endured exhaust-manifold magnitude heat crossing the Great Salt Flats and Mojave Desert, toasted tootsies, tacking across windy US 50 ("The Loneliest Road in America"), toothy (and -less) grins by Nevada barflys (ask Kathy about her new pal in Eureka), and the usual Lucas and SU fainting spells. Greg and Ryan set out to rendezvous in Ely, but were turned back by radiator overheating. To catch up their TF was given a close-couple escort (a.k.a. tow) to Ventura, where it performed nobly.

In Truckee our contingent stumbled onto the annual Cannibal Cruise, featuring rodded, chopped, lowered and pushed-up vehicles of all descriptions. But only Good Ole U S of A, if you please -- we were firmly dissuaded from joining in, being "furriners". Other overland tour highlights included Monterey, Carmel's Seventeen Mile Drive, and the Hearst Castle at San Simeon. Total mileage on TD 8883: 1887 + 12.6% (MGA

rear end) = 2159, including antique and thrift store rambles.

Next year's GoF will be held August 11-16 in Stevenson, Washington, east of Portland on the Columbia Gorge. Let's mount a BMCU show of strength to build interest in the '97 Park City meeting!

## Moments with Maggie, Part 3

*By Karl Best*

*Editors note: Last month Karl got the engine in. The task he felt the least sure about. Now to get everything else in and working.*

With the engine in I started hooking things up. I took the radiator to get checked over, and started sorting through the miscellaneous electrical pieces at the bottom of the dusty parts boxes. With help from the electrical diagram in the workshop manual I figured out what pieces connected where on the wiring harness, then tried to get those locations geographically located inside the car. Engine bay photos from various books, as well as the physical necessities of the wiring harness, helped locate the electrical pieces on the firewall. Generator, coil, and starter attached easily on one side, as did the manifolds on the other. The newly cleaned radiator went in next, and the clutch slave cylinder was rebuilt.

The carburetors looked pretty good, though a bit dirty, but the throttle shafts wiggled a bit too much, so I decided to rebuild them. I took the carbs apart, put the parts in little zip-lock bags, and sent the bodies off for rebushing.

Even though I went through my parts boxes several times to keep some sort of mental inventory, I

still kept making the mistake of ordering parts that I already had. Digging through the boxes to find a part inevitably resulted in finding a part that I had just ordered or received and installed. Parts that I caught in time were sent back, but the rest... oh well, at least I have a spare.

I'm quickly learning how expensive restoring or rebuilding a car can be. I thought when I started that I had all the major pieces, and in fact I did. But it was all the minor pieces that were adding up. For example, the dash had all the instruments, but most of the switches and knobs needed to be replaced. No big deal, I thought, but it ended up being a few hundred dollars to get the dash installed.

*To be continued.*

## Left Over Parts

The first planning meeting for the '97 GoF-West was held August 11 at Dave and Caroline Stephen's house. The group was as interested in the elusive TA that Dave has been working on as in the GoF. We did get started on the planning. The first thing we need at this point, with locations more or less worked out, is a logo. This is needed because reservations will go on sale at the '96 GoF-West in Washington and any information that goes out will have to include the logo. There are several required elements in the logo. If you have any experience and interest in designing something like this contact Floyd Inman (645-8460) or Doug Wimer (654-2117) for the requirements.

We missed several people who went to the '95 GoF-West. The

group included Greg Chester and his son, Dave and Muriel Machovec as well and the Inman's, Lindstrom's and Wimer's. Since next year is our opportunity to make the pitch for Park City, we need as many attendees as possible.

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 Huskiness, Laurie Hope, Howard Bartlett, Richard Leavitt, Shawn Stewart, Russ Myer, Tom Barnard, Robert Hendricks, and Dennis Stephenson.

(Answer from page 1) Only 33 of there cars were ever built. What is known of the history of each one is given in the "K3 Dossier" by M. F. Hawke. For instance, 006, the car Gary saw, was first raced at the JCC (Junior Car Club?) International Trophy race May 6, 1933, where it placed second, and the last recorded race was in 1975 at the Phoenix Park races.

## BMCU

1322 South 1400 East  
Salt Lake City, UT 84105

## Autojumble

For Sale. It's time to reduce the collection. Austin Mini, '60. Runs, needs floor boards and interior, \$1800. '64 MGB, with hardtop, chrome wire wheels and overdrive, \$1800. '74 MGB parts car. Contact Kees at 322-1718(H) or 598-1250 (W).

## From the Exchequer

Estimated Balance as of 7/27/95	\$915.81
August Newsletter postage	-\$49.71
July Donations	+\$219.00
Balance as of 8/15/95	\$1,085.11

Board of Governors:  
Mark Bradakis, 364-3251,  
Governor General  
Steve Bender, 571-5020  
Jim "Pugs" Pivrotto, 486-0547  
Marty Van Nood, 268-4105

Chancellor of the Exchequer: Marty  
Van Nood, 268-4105

Newsletter Editors:  
Bill and Julie Van Moorhem, 582-9223

Associate Editors: Mark and Karen  
Bradakis, 364-3251

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

Bulk Rate  
U.S. Postage  
Paid  
Permit No. 6160  
Salt Lake City, Utah

Gary Sandy & Daisy Lindstrom  
915 Third Ave.  
Salt Lake City, UT 84103-3916