

British Motor Club of Utah

May 1996

Volume 8 Number 10

Antelope Island

In May we will be trying a new run—Antelope Island. Antelope Island is in the Salt Lake west of Layton and is now a state park. We will be meeting in **Salt Lake City at 10:00 AM on Saturday, May 18, at the Utah Travel Council parking lot.** To reach the parking lot head north up State Street until you are forced to turn by the state capitol. Turn right, to the East, and then turn right again, quite quickly into the parking lot. This is generally a good spot to meet, but occasionally something is going on at the capital and it is hard to get there. If so, be creative, and try coming in around the block. It is roughly an hour's drive up to the island.

We will tour the north end of the island's paved roads and stop for a picnic. There may be burgers and such available on the island, but we are not sure if they will be open this early in the season. To not go hungry, bring your lunch along.

This is a state park and Davis county charges a fee to pay for the causeway they rebuilt after the floods of the early '80s so it costs \$5 or \$6 per car to get on the island if you do not have a state park pass. For more information about the trip contact Ken or Maya Lolmaugh at 261-9517.

The Poker Run was a real gamble

The weather was great until the Friday before the Poker Run. Then it started raining and they started forecasting snow for Friday night and Saturday. The editors were setting the clues and Friday night we debated getting the envelopes ready, but we did anyway. Saturday morning dawned clear, at least overhead in Salt Lake, but cold! As we drove the Bugeye off to get breakfast and set the first cans we could see dark clouds to the West with what appeared to be rain or snow beneath them. Ever try to put up the top on a Bugeye? It takes more people they will fit in the car, and the side curtains were in the basement. Fearlessly (or was it stupidly), off we went.

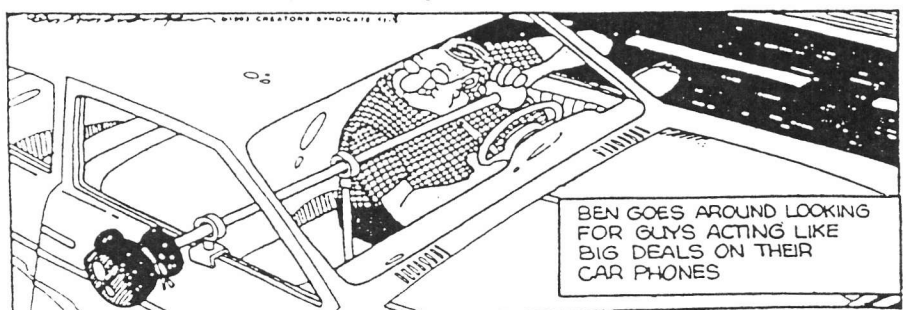
After breakfast the clouds looked about the same, so we headed off to set the first couple of cans. With two cans in place we stopped at Liberty Park to see who was there. Four cars and their owners appeared and we got ready for the chase. We went off to set the other three cans and the others went looking for them all. After getting all the clues in place, we went back

up to the site of the first clue to pick up the can and found that Mark had done it for us. Back to the park where the run was going to end and a picnic on the grass and in the sun.

By now the sun had disappeared and I remembered that the Bugeye has a heater about two blocks from the park. Warm air started flowing onto our feet as we pulled into the park. We waited a bit and the first two cars appeared. While waiting for the other two cars it started to snow. Just a few snow pellets but there was a message there. When the final cars arrived we decided that it wasn't a day for a picnic and we moved off to a restaurant—an indoor, warm restaurant. While having lunch a major snow squall moved in and we enjoyed it while looking out the window. A second started just as we left, but everyone had hoods erect, except us, and we only had a short distance to go.

Enjoying a drive between snow squalls were: Mike, Nathalie & Michael Odernheimer, Byron & Simpson Simpson, Dan & Dianna Kizerian, Mark & Karen Bradakis, and Bill & Julie Van Moorhem. The rest of you missed a good day.

BALLARD STREET • Jerry Van Amerongen



When did the first Lotus "production car" appear? What model was it?

ZCMI show

After a bit of a problem getting insurance sorted out, the ZCMI show came off without a hitch. Nearly everyone in the group arrived during the 7:00 to 7:30 time window and everyone was there before ZCMI wanted to close the doors. The last minute polishing occurred, pads to catch oil drips were positioned, and everyone settled in for a long day.

The cars drew considerable interest, including the interest of the British Counsel who was described as "falling in love with" Tony Morgan's Morgan. Several TV stations and the Deseret News stopped by and there were short spots on TV and a photo in the Deseret News. A lot of applications were given out and, I am sure, many stories beginning "I used to own one of those" were heard.

The cars in the show included: MG-TD, Floyd & Kathy Inman; Austin Healey 3000, Jon Hansen; Jaguar, XK-120, Mike & Susan Cady; MGA, Karl Best; Morgan, Tony & Mary Ann Morgan; Jaguar, XKE,

Dan & Sharon Forester; MG-TC, Doug & Ilene Wimer; TR4, Steve & Laurie Bender; Lotus Europa, Laurie & O. C. Hope; Land Rover, MGB, Jerry Howe; MG-TD, Mike & Sharon Bailey; TR3 Gary & Sandy Lindstrom; and Austin Healey Sprite (racer) Ron & Ellen Christensen.

Many thanks to Bill Davis for the original contact and the arrangements, to Marty Van Nood for dealing with much of the insurance problems and to the NAMGBR for getting our affiliation worked out so that insurance was available.



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.

May 18. Antelope Island Run and Picnic. Maya and Ken Lolmaugh, 261-9517.

June 22. British Field Day. Bill Davis.

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

July 4. Sandy Parade.

July 13. Alpine Loop.

August 10-18. GoF-West. Stephenson, WA.

August 24. Trapper's Loop.

August 30 - September 2. Steamboat Springs Vintage Car Races.

September 27. Miner's Day Parade in Park City. Floyd Inman.

October 5. Mount Nebo Loop.

October 19. End-of-the-Season Dinner.

November 16. Tech Session.

January 11. Tech Session.

February 15. Pot-Luck and Business Meeting.



Left over parts

The Field Day is rapidly approaching and Bill Davis needs help! If you would like to help out with this event, contact Bill at St. Marks' Cathedral, 322-3400, during the day, at home at 364-1816, or at the Land Rover shop at 486-5049. Bill is planning a meeting soon and will contact his regular assistants, but he could certainly use more help. This has been a great event and we need to keep it growing. Give Bill a call.

We are now affiliated with the North American MGB Register. NAMGBR wants us to have at least 8 of our members join the national group to continue to provide us the benefits of affiliation. If you own a B or a '60's or '70's midget you can join the NAMGBR. Membership is \$25. / year and you get their magazine, can take part in a national club, and help out the BMCU. Mike and Sharon Bailey, 262-9361, have membership forms. We will try to get the forms to the events throughout the year.

Grill badges! If you ordered and pre-paid for one be sure to pick it up. The following people have paid for one and

have not picked it up: David Tyler, Howard Bartlett, Russ Meyer, Tom Barnard, and Robert Hendricks. The list is getting shorter, but we will be making a serious effort to clean up the current list of grill badges and start a new order. If you are still due one please call the editor, Bill, at 582-9223. Grill badges are \$20. each.

Bruce Schilling, who does a superb job of handling membership and mailing the newsletters, reports that the mailing list presently contains 234 names. That's very high for this early in the year and it looks like we are on the way to big year.

The Chancellor of the Exchequer, Marly Van Nood, reports that the bank account is bigger than he ever remembers. (Check out the financial statement.) This is largely due to the checks we received with the renewals. Thanks to everyone who helped out to keep the BMCU running.

We have not heard a report on what happened at the Gallivan Center on March 23. Anybody attend?

Plans are firming up for the tour to the '96 GoF-West in Stevenson, WA, August 11-16. This is an MG event, mainly for Pre-War and T-series cars but welcoming

"modern" MGs. If you are interested contact Gary Lindstrom at 532-1259 for information.

Plans for the '97 GoF-West, to be held in Park City, are developing too. If you are interested in taking part in the organization of this event contact Doug Wimer, 654-2117 or Floyd Inman, 645-8460. There will be a meeting late April or early May.

Autojumble

Wanted information leading to the recovery of the blue TR6 parts car stolen in the vicinity of 800 East and 300 South in Salt Lake City. Call Bill Davis, 364-1816(H) or 322-3400(W).

For Sale. '63 MGB, black with black interior, good condition. Plus, many British car parts, mostly MG. Includes starters, generators, radiators, a Sunbeam Alpine engine, '64 MGB engine, axle and differential for 1600 MGA with wire wheels, and more. I have to move out of my warehouse and have to clear out the parts. Contact Bus Richmond at 364-2015 or 467-1186.

AUSTIN

LONDON TAXICABS—Authentic London cabs made by Austin. Reconditioned with new tires, batteries etc., and fitted with taximeter. 4 door model \$1,250. 3 door model \$1,100. Also available, 4 door cabs not reconditioned but road-worthy at \$360.00. Shipping arranged at extra cost. LONDON CAB CO., LTD., 1-3 Brixton Road, London, S.W. 9, England.

AUSTIN-HEALEY

AUSTIN-HEALEY 100-6 excellent condition 1957 original body and engine, \$900. Friona, Texas 79035

1953 ALLARD K3183. Cadillac. Silver gray rdst black top, tonneau, carpet, red leather. \$150. Consider VW trade and cash. All inquiries answered. Will deliver anywhere. Stillwater, Okla.

1952 FERRARI 2.6-liter V-12 by Carrozzeria Touring. Newly done restoration. Carefully overhauled. Deep Ferrari red with black leather. You'll not find a finer specimen anywhere. Has been garaged, carefully driven, and not raced. See Feb. R&T ad with photo. Color print \$1. Can deliver. \$3950 (will accept clean, late model Detroit car or cheaper sports car as part trade). North Charleston, S. C.

What would they be worth now?

1955 JAGUAR XK-140MC red roadster. Black leather, wire wheels, mint condition, original except Abarths. One owner, mileage 17,000, driven occasionally May-Oct. Always garaged, expertly maintained. Named Jezebel, pampered and coddled from birth. With extras, \$2000 cash. Montour Falls, N. Y. 14865.

1959 MGA Sebring team car No. 29. Driven west after race by O'Ce Ritch (SCI July '59). All factory options, clean, perfect, fastest MGA in country. \$1900. Oakland, Calif.

1955 AUSTIN-HEALEY 100-4 rdstr. Fully restored to concours. Four-speed gearbox meticulously rebuilt. 12-coat silver-green lacquer with new black seats. Mechanically perfect. Excellent Pirellis. Many extras. Fast, dependable and extremely beautiful. \$1250. Dr., Los Angeles 48, Calif.

1953 MORGAN Plus 4 rdstr. Overhauled TR-1 engine, new paint, good tires, brakes, needs top. \$725. 1956 MGA rdstr. \$550. Radio, runs well, average cond. Bloomington, Ill.

QUEEN Salote of Tonga enjoyed touring in my 1936 Rolls-Royce Landaulette by Mulliner. For only \$2400 so could you. Pictures \$2.00. 36 India Street, Edinburgh, Scotland.

JAGUAR C-type, very clean and original. Registered and used daily on street yet ready to race as is. New BRG. \$2900. Easthampton, Mass.

JAGUAR XK-120S 3.8, 300-hp., discs. Excellent. 1st N.E. region D.P. 1964, 2nd 1965. New engine, Blue Streaks. Ready to race, registered. \$1250. Extra engine, \$450. New right and left hand XK-150 convertible doors, \$50. Becket, Mass.

JAGUAR

SS 100, 1937, 3½ litre, \$2500. "Stoke Lodge." Steels Lane, Oxshott, Surrey, England.

1953 JAGUAR XK-120 coupe, black, engine overhauled, new clutch, \$800. Jones, Mich.

TR3 Factory Hardtop
\$500.00. Also, radiator
core \$350.00
486-0547 ask for Pugs

From the Exchequer

Balance 3/20/96	\$1,243.88
March and April Newsletters	-\$85.72
Donations	+\$148.61
Interest	+\$2.68
Balance 4/17/96	\$1,309.95

Board of Governors: Mark Bradakis, Governor General; Joe Martinez, 255-8326; Diane Pivrotto, 486-0547; Marty Van Nood.

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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 such as drives, picnics, technical sessions, and more. We welcome owners (or potential owners) of British cars, in any condition, to the group. Membership 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 Mill creek Way, Salt Lake City, Utah 84106 or call Bruce at (801) 486-0425.

From question on page 1. The Elite, Lotus' first true production road car was manufactured from 1957 to 1963. The Lotus Seven was produced from 1957 to 1973, and could be made street legal but was (and is) mainly raced. (It is back in production but not by Lotus.) The Lotus XI was produced from '56 to '60 and is described as "marginally" street legal but, again, is mainly raced.

British Motor Club of Utah

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