

British Motor Club of Utah

September 1996

Volume 9 Number 2

To the West

Joe Martinez will be leading a tour to the west of Salt Lake on *Saturday, September 21. We will meet at 9:00 at Valley Fair Mall in the north part of the parking lot.* Valley Fair Mall is on 3500 South just west of I-215. We will venture into the Tooele, Rush, and Skull valleys on a trip along roads seldom visited by British sports cars. We may venture as far south as Eureka, depending on the wishes of the group. Come prepared for a 100-mile trip in an area you may have never seen.

I did a similar trip a year or two ago and it was a good one. There are some straight roads for high-speed touring, twisty passes and countryside that most Salt Lakers never visit. The temperature should be comfortable and we can either picnic or buy lunch in one of the towns or stores. Join us for an unusual tour. Call Joe for more information at 255-8326.

Labor Day parade at Park City

Sorry, but the newsletter did not go out before the Park City Labor Day parade on September 2. Floyd Inman, 645-8460, organizes a group of BMCU folks each year in for the run down Main Street. Hope it was a good parade.

There were TR2s, TR3s, TR4s, TR6s, TR7s, TR8s, and TR250s. What ever happened to the TR5?

Huntsville and environs

Eighteen British cars with their keepers gathered in Salt Lake and Ogden for the annual trek into the area around Huntsville and to drive the Trapper's Loop Road and East Canyon. This is always a highlight of the year and although most of the folks there had done it before, we did have some first timers on the trip.

From Ogden, Jim and Diane lead us up Ogden Canyon to Pineview Reservoir. This can be a very pleasant road, but there was considerable traffic and we couldn't drive it with the usual verve. As we got into the basin around Pineview, however, the traffic and temperature decreased to make for great top-down motoring. We tooled along, heading for the Trappist Monastery east of Huntsville through some of the best lush scenery in Utah. At the monastery we found all kinds of honey but no bread. As one of the monks explained, bread starts in the fields, and they hadn't harvested yet.

We went on to Huntsville city park. Here we stopped for lunch, with folks wanting bread having to try the store across the street and those wanting to buy lunch looking for the Shooting Star, the oldest saloon in Utah. The Shooting Star was open, but told the hungry searchers that they were too busy to fix them a hamburger to go, but they could fix them one if they stayed. There were three people in the place, but it did fill up. After considering this over a cold brew, our intrepid searchers did manage to get a burger to go, and brought them over to the park. After a relaxed lunch, we headed off

the Trapper's Loop Road and the Mountain Green store. This is a four lane road climbing steeply up the mountainside, and is a great place to check out how the car is tuned. Some people took the opportunity. The Ogdenites left us here and headed west back into town, while the rest of us went east along the frontage road. At Morgan we turned toward East Canyon Reservoir and East Canyon. This canyon has to be one of the best sports car roads around, being twisty, hilly, and scenic. From East Canyon we broke up, some heading for I-80 in Parley's Canyon and some for Emigration Canyon.

Enjoying a great day and great weather were: Pugs and Diane Pivrotto, Mike, Nathalie & Michael Odernheimer, Craig Welk, Floyd & Kathy Inman and son, Doug, Dan, & Sharon Forster, Karen & Mark Bradakis, Kris & Rae Peterson, Byron & Rayla Simpson, Kevin McCloskey & Jim Lee, Chris & Lynn Chandler, Dick & Jan Harrison, Eileen & Jerel Arnell, Sheree & Marv Marcus, Gary, Carolyn, Gene & Arleen Walkingshaw, Mike & Susan Cady, and Bill Van Moorhem.

An omission

We failed to thank all the prize contributors for last month's Alpine Loop run. Many, many thanks to Victoria British, Moss Distributing, Bailey's Sinclair, Parts Master, Edinburgh Castle, and Great Basin Rovers. These businesses, through their donations to the raffle, help keep the BMCU going and we hope you will support them with your business. Through their gifts, we raised over \$200 with the raffle. Thanks again to all of you.

Susan and the Seven Midgets

Once upon a time there was a beautiful princess named Susan and seven Midgets who traveled down the macadam road seeking the land of GoF. The Midgets were named Oily, Greasy, Drippy, Smoky, Stinky, Leaky, and....

It's funny what driving north from Winnemucca in 90+ degree temperatures in a convertible will do to your thought processes. We started the story of Susan and seven Midgets via our CBs on that leg of the trip to the GoF. There wasn't much else to do or see, but let's start at the beginning.

Seven Midgets—one TC, five TDs, and one TF—plus Susan Chester driving the backup RV, gathered in Salt Lake on Friday, August 10 in the early morning for the start of trip to the Gathering of the Faithful (MG convention) in Stevenson, Washington. Two other BMCUers (David & Muriel Machovec) left from Idaho Falls following another route, but that is another story.

The first day took the Salt Lake group through Wendover, where many of us parted with our change, to the overnight stop in Battle Mountain (there's a good restaurant there). This seemed like a desolate drive, but worse was yet to come. The next day we drove to Winnemucca and turned north. The road was nearly straight, with a few hills and bounded by miles and miles and miles of sagebrush. The sun was beating down and there was little to see or do. We started to see things: one driver saw a car stopped alongside the road that turned out to be a mailbox. We soldiered on, finally reaching the thriving town of Denio, where we found our first shade and cold drinks since leaving Winnemucca, about one hundred miles earlier.

Another eighty miles brought us to Adel, Oregon, after passing Blizzard Pass. In

Adel we again found a bit of shade and microwaved sandwiches for lunch, and more importantly, reached the beginning of the Oregon high country. We overnighted in Lake View and drove in cool temperatures with scenic countryside to Stevenson, Washington. It was supposed to be an easy, scenic day. One car, however, was way down on power and a quick roadside tune-up did not solve the problem. We limped into Hood River, met the Machovecs, and drove the great road on the north side of the Columbia River into Stevenson and to the Skamania Lodge.

It's always exciting to arrive at a GoF and see MGS everywhere, parked downtown, running along the roads, and in the lodge parking lot. We were ready for the lodge, but the lodge did not seem ready for us. Several of us waited for two to three hours to get a room, but they were nice when we got them.

The GoF progressed in the usual way: car show, rallye, auction dinner, funkhana, swap meet, and awards banquet. Some unusual twists included a large number of modern MGs, As, Bs, and Midgets in the show, and Gary Lindstrom appearing at the auction dinner as "The King" Elvis Presley, with his beard gone! On the rallye, we discovered a fantastic B&B, restaurant, micro brewery, and winery, and never finished the rallye. At the awards banquet, Floyd Inman gave a great presentation on the '97 GOF-West in Park City. We also won some awards: Floyd and his son won first place in the T-car class in the funkhana, Muriel Machovec won the Sacajawea Award for the woman driving the longest distance in a T-series car (some 900+ miles), and the Machovecs also won second place in class with their '61 MG Magnette. David Machovec made a valiant effort to get the "Hard Luck" award with his story about being skunked on the way to the GoF, but lost out to the guy whose car hit a fish!

The trip back included overnighting in John Day and Mountain Home. The TF had the misfortune of having a yoke on the rear universal joint break on the first day out of Stevenson. We got in tow on the RV

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.

September 2. Miner's Day parade in Park City. Call Floyd Inman, 645-8460 for details.

September 15. Senior Citizens Car show at the U of U. Don't miss this one.

September 21. To the west, led by Joe Martinez.

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.

and all went well until near Burley, when one shock detached from the frame and the wheel flopped over. Reattaching the shock got us rolling and we all limped home with minor problems.

Taking part in this nearly two thousand mile trek were: Kees & Beckie Versteeg, Gary & Sandy Lindstrom, Floyd & Kathy Inman, Doug & Ilene Wimer, Mike & Sharon Bailey, Greg & Susan Chester and family, David & Muriel Machovec, and Bill and Julie Van Moorhem.

Remember, the GoF is in Park City next year, on July 21-25, and it is important to get as many MGs of all years there as we can. This is particularly important for the show. Most of the cars there will be drivers and not show cars, so bring yours. This is a unique experience to have the GoF-West in Utah, so let's make it a big event.

The Darwin Awards

By Gary Lindstrom

You know about the Darwin Awards—it's an annual honor given to the person who did the gene pool the biggest service by killing themselves in the most extraordinarily stupid way. Last year's winner was the fellow who was killed by a Coke machine which toppled over on him as he was attempting to tip a free soda out of it. And this year's nominee is:

The Arizona Highway Patrol come upon a pile of smoldering metal embedded into the side of a cliff rising above the road at the apex of a curve. The wreckage resembled the site of an airplane crash, but investigation proved it to be a car. The type of car was unidentifiable at the scene. The lab finally figured out what it was and what had happened.

It seems that a guy had somehow gotten hold of a JATO (Jet Assisted Take Off) unit, a solid-fuel rocket that is used to give heavy military transport planes an extra "push" for taking off from short airfields. He had driven his Chevy Impala out into the desert and found a long, straight stretch of road. There he attached the JATO unit to his car, jumped in, got up some speed and fired off the JATO!

The facts as best as could be determined are that the operator of the 1967 Impala hit JATO ignition at a distance of approximately 3.0 miles from the crash site. This was established by the prominent scorched and melted asphalt at that location. The JATO, if operating properly, would have reached maximum thrust within 5 seconds, causing the Chevy to reach speeds well in excess of 350 mph and continuing at full power for an additional 20-25 seconds. The driver, soon to be pilot, most likely would have experienced G-forces usually reserved for dog-fighting F-14 jocks under full afterburners, basically causing him to become insignificant for the remainder of the trip.

However, the automobile remained on the straight highway for about 2.5 miles (15-20 seconds) before the driver applied and completely melted the brakes, blowing the tires and leaving thick rubber marks on the road surface, then becoming airborne for an additional 1.4 miles and impacting the cliff face at a height of 125 feet, leaving a blackened crater 3 feet deep in the rock.

Most for the driver's remains were not recoverable; however, small fragments of bone, teeth, and hair were extracted from the crater, and fingernail and bone shards were removed from a piece of debris believed to be a portion of the steering wheel.

Left over parts

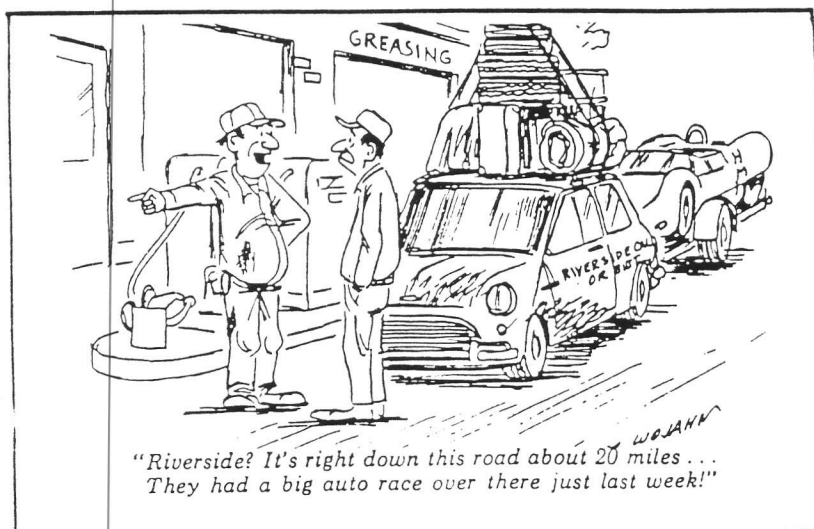
Just a note about an issue that comes up once in a while. We have not checked for a few years, but the last time we did, about 70% of the BMCU members attend at least one event a year. Of the about 255 newsletters we send out each month, 15-20 go to other clubs, businesses, the North American MGB Register, and such. Although there is a regular core that attends most events and contributes regularly to support the newsletter, we do raise in the neighborhood of \$200 with the February renewal postcards. Most come with notes attached saying, "I wish I could have attended more events this past year and want to next year." The point of all this is that indeed there are people who contribute more to the BMCU than their fair share and those who contribute less, but most individuals who get the newsletter help keep the group going.

Grill badges! Would you believe it, we have dealt with all but one. We are starting to make a list for the next order. We think the cost will still be \$20 each, but have to check with the source. We have to order a minimum of 25 and will actually order them when we have prepaid orders for 13.

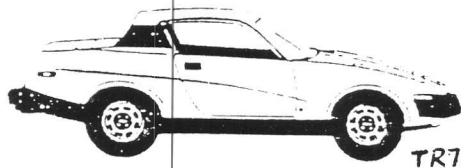
The Indy '96 national MG convention was such a success that there are plans for another go in '01. More details will follow.

Autojumble

For sale: '66 Triumph Spitfire, partially restored. Come take a test drive. \$3,500.00 or best offer. Call Debra Sauer, 565-0490.

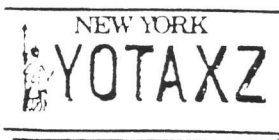


From the Exchequer



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|--------------------|------------|
| Balance 7/15/96 | \$1,445.82 |
| Interest | +\$2.20 |
| Newsletter postage | -\$63.14 |
| Balance 8/15/96 | \$1,384.88 |

From question on page 1: The TR5 was never sold in the US. TR250 and TR5 generally shared the same body, but the 250 had a detuned version of the TR5 engine to satisfy US requirements. The TR5 had 150 hp while the 250 had 104 hp. The 250 had carburetors, while the TR5 had fuel injection. Both shared the same sheet metal as the TR4. The 250 and the 5 were produced for only 15 months in 1967 and 1968.



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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 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.

British Motor Club of Utah

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