

British Motor Club of Utah

May 1998

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Eureka!

Eureka is a small mining town in the Tintic Mountains, southwest of Utah Lake, that has seen better days. The BMCU got stated going there during our first year of existence when we took part in the Eureka Days parade. In the years since, we have lost track of Eureka Days, but it is still an interesting drive to Eureka, escaping the freeways and venturing into a part of Utah that many of us are not familiar with.

Pugs and Diane Piviroto will be leading us there. We will meet at **9:30 AM Saturday, May 16, at the Valley Fair Mall**, 3500 South and just west of I-215 and east of 2700 West, near the Firestone store. We will leave Valley Fair by 10:00 and head down to River Pointe Plaza (or is it Riverton Plaza), at 9000 South and Redwood Road (1700 West). We will pick up anyone from the south end of the valley at River Pointe Plaza and leave there by 10:30. There are several variations on routes to Eureka and Pugs and Diane have chosen the Camp Floyd and Vernon route.

There are only two gas stations that we know of between the southern end of the valley and Eureka, so it would be wise to make sure the car is full. Pugs reports that Eureka is nearly closed down and the restaurant that we have eaten at in the past is closed. He does not believe that there is anyplace to buy food in Eureka now, so definitely bring a lunch. If you have questions, give Pugs or Diane a call at 801-486-0547.

Trying to Chase Rabbits Through the City

The BMCU attempted to meet at the Tracy Aviary in Liberty park on a beautiful day for the Hare and Hounds Rallye. The editor arrived first and was let into the park by a group of Salt Lake's finest. About five minutes later he saw a B heading south on 500 East and waved. Mike Odernheimer returned the wave and shortly returned, northbound. Mike told the editor that the boys in blue wouldn't let him or a few others into the park because there was a race coming through shortly. About that time the first runners appeared. The editor tried to leave the park but was overtaken (he was driving the TD) and passed on the right by several runners, with whom he nearly collided as he tried to make a right turn out of the park. We finally gathered at 800 South and 600 East and waited while some breakfasters completed their meal.

The group was small but enthusiastic. Kathy Inman appeared driving the new YT from the right-hand side, and Phil Bates, with friend Jim Cantrell, make the journey down from Idaho Falls. After the normal chatter and looking a Rob Green's Caterham 7 and the new YT, Kees headed out as the hare equipped with a large bag of flour and a scoop. We all carefully watch him make a left at 500 East with exchange student Marin Grosskopf, a German exchange student, in the right seat. We gave him five minutes and then sent the hounds off after him at 2 minute intervals. The editor left last with Kees' daughter, Katie, in the right seat. Julie was

off watching birds in Heber. We charged down to 500 East and south to 1300 South where the flour indicated a right turn. Heading west we watched carefully and were amazed when we hadn't seen any flour when we reached State Street. Kees' normally leaves a sign every three or four blocks. At about State we saw Floyd Inman heading east. Did Kees loop us around? Why hadn't we seen anyone else going east? We continued west on 1300 South to 700 West and decided we had missed the spore, like Floyd. Turning around we spotted Floyd again, and Kathy and Phil and Rob, all searching carefully. Now hands would fly up to head level with the palms upward. Everyone was lost! We cycled west again going all the way out to Redwood Road, where we turned around, while Phil continued west. Something is wrong!! We went back to the starting point and tried again, two spores and no more. Clearly the second was for a right hand turn on 1300 South. As we headed west again, Rob was about a block behind us. He got caught by a light and we stopped in a parking lot at State to talk to him. Now he disappeared!!! Did he find something Katie and I couldn't?? Try once more, nothing!!!! Kees had told us that if we lost the track to meet him at Ruth's diner in Emigration Canyon. Heading up Emigration Canyon we spotted the flour marks at a few blocks intervals. Kees was doing his job well, but what happened??

At Ruth's we got an explanation. The first two cars found a spore indicating a right turn at 300 East. Dan and Sharon Forester, who were first, had no problem there. Also, Mike and Nathalie Odernheimer saw the spore and made the turn. Nathalie also noticed someone sweeping leaves and the winter's debris out of the gutter at that turn. That person must have seen the pile of flour at the

corner and swept it up before the third car, driven by Kathy, came along. The mystery solved, we all enjoyed dinner at Ruth's, while Kees said he would do a Poker Run next year.

Getting lost in Salt Lake were: Phil Bates & Jim Cantrell; Rob & Natalie Green; Rob & Nathalie Odernheimer; Dan & Sharon Forester; Kees Versteeg & Marin Grosskopf; Kathy Inman & Lee Pettit; Floyd Inman & Bob Pettit; and Bill Van Moorhem & Katie Singley.

Tinkering on a Warm and Sunny Day

One consistent thing about past Spring Tinker Days has been the weather, cold with snow or rain, until this year. The Tinker Day occurred on one of the most pleasant days we have seen this year, warm and sunny. As a result a good crowd turned out. Not too much tinkering going on, but lots of talk and planning for the future. The editor checked the valves on his TD, Marty Van Nood was doing something when we arrived, and a few other minor tasks being completed, but mainly talk. Bob Vargas was trying to figure out how to disassemble his TD speedometer, Greg Chester was discussing transmissions, both MG and Triumph, and Mark was having a Birthday. Happy Birthday, Mark! The attendance list was not signed by everyone, but we know Craig Bartholomew, Martin Van Nood, Carlin Jacobson, Andrew Lindeman, Mike Odernheimer, Pugs Pivrotto, Greg Chester, Tom Grover, Mark Bradakis and Bill Van Moorhem were there.

7th Annual British Field Day, '98

By Bill Davis

The Field Day will be June 20th from 10:00 AM to 3:00 PM. Preparations are well underway for the 7th Annual Field Day this year. The event will be similar to years past although there will be one major change -- the location.

Barring any major regulatory hitches, we will be on the North End of Pioneer Park, 300 West and 300 South in Salt Lake, in the approximate location of the Farmer's Market. This move was necessitated by several events. First, the property owner at St. Mark's built a wrought iron fence around the open space we used and failed to leave adequate access for automobiles (i.e., the only double gate has a ten inch curb that needs to be negotiated—no problem for the Land Rovers, but quite an obstacle for the low slung sports cars!). Second, plans are underway to construct a building in this spot in the very near future.

The committee is very excited about this change in spite of the additional cost and work required. We feel this is a much better venue, there is lots of shade, we will have more drive-by traffic and our road course will be much larger and more exciting. The city is closing 3rd South for us between 3rd and 4th West. Also, with the development plans for this area, such as Olympic Boulevard and the Light Rail System, this spot is only going to get better. We are again participating with the Olde English Festival at 9th East and 3rd South. Those who choose to attend will receive coupons for beverages in appreciation for participating. They have a Pub set up. Last year was the first year we did this and the folks who attended reported that this was a very fine way to wrap up the Field Day. We will start lining up participants at about 2:30 PM and convoy to St. Paul's together. The only hitch we had last year was the OEF stopped serving food around the time we arrived but they have changed their

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 2-3. Moss Motors British Extravaganza Mk. III, Buttonwillow Raceway, CA. 800-474-9445.

May 16. Run to Eureka. Jim Pivrotto, 801-486-0547.

May 23. First Annual Concours d' Excellence, Farmington Utah. For registration info contact John Green, 801-451-5685.

May 22-25. Memorial Day tour of southern Utah. Bill Van Moorhem, 801-582-9223.

June 13-14. Glenwood Springs Rallye. Denver to Glenwood Springs.

June 20. British Field Day. Bill Davis, 801-364-1816

July 5-9. GoF West in Monterey, CA. Floyd Inman, 435-645-8460.

July 16-19. Moss British Car Festival, Santa Ynez, CA. 800-474-9445. (Sorry, the editor got this in June rather than July in the last newsletter.)

July 8-12. 7th Annual North American MGB Register Convention. Hagerstown, MD.

July 18. Monte Cristo Run. Mike Odernheimer, 435-649-0106.

July 22-25. Vintage Triumph Register (VTR) Convention. Winona, MN. Try Mark Bradakis, 801-364-3251, for information.

August 15. Alpine Loop. Bill Van Moorhem and Karen Bradakis.

September 4-7. Trip to the Annual Steamboat Springs Vintage Race. Bill Van Moorhem, 801-582-9223.

September 7. Miner's Day Parade in Park City. Floyd Inman, 435-645-8460.

September 19-20. Arvada (Colorado) All British Conclave.

September 26. Mount Nebo Loop.

October 17. End-of-the-Season Dinner. Greg and Susan Chester

October 23-25. Triumphest. San Luis Obispo, CA.

November 14. Tech Session.

January 16. Tech Session.

February 13. Pot-Luck Dinner.

British Field Day, continued

schedule and promised that it would not happen this year. We will need more help the day of the event so if you can spare some time please call Bill Davis at 364-1816 (h) or 486-5049 (w) to volunteer. Thanks in advance.

PS: As part of our Mass Gathering Permit from the County—we are required to have a licensed EMT on site at all times. Is anybody a EMT or does anybody know one who would like to volunteer?

Upcoming Competition Events

By Mark Bradakis

The Utah Region SCCA autocross season is underway, starting with a chilly opener at Cottonwood Mall the last Sunday in March. But the weather will improve, El Nino or not.

The next big autocross will be held Sunday, May 3 in the West Valley's E Center parking lot. For up to the minute information about the upcoming SCCA schedule, call their hot line recording at 801-486-5898, or www.team.net/urscca. Intermountain Vintage Racing has had to reschedule the Driver's School the first weekend of May, as the Toole site will not be available in time. So, they will be

holding a one day school, in conjunction with Steve Harris Imports and Ferarri, on May 3rd at Rocky Mountain Raceways. RMR is at 6555 West 2100 South in West Valley. For info on the driver's school, call Paul Watson, at 801-967-7892.

The first of two IVR hillclimbs for the 1998 season happens June 13 and 14, on the road to Snow Basin, east of Ogden. For more info about that event, call Mark Bradakis at 558-8817.

Left Over Parts

We were unsuccessful in getting somebody to redesign the membership application, so we are including a copy of the old standby. Notice that it is two-sided and head off to your local copy center. Run off a half dozen, they may cost you 75 cents. Carry them around with you and stick them under the wipers or on the seat of any British cars you come across. This approach has been quite successful and has resulted in the significant number of renewing members we have. Want to design a new membership application? Talk to the editor, the membership director or any of the Board members.

Are you a Triumph owner? Do you belong to VTR (Vintage Triumph Register)? Mark Bradakis and a group will be making the trip to the VTR national convention this year in July (See the Lucas Calendar). Want more information on VTR and the convention, give Mark a call, 801-364-3251. The GoF-West '98 will be in Monterey, July 5-9. The T-series group has made route plans. If you are interested contact Floyd Inman, 435-645-8460 and make hotel reservations very soon.

A small group of BMCUers will make a Memorial Day weekend trip to southern Utah, including Bryce Canyon and Capital Reef National Parks, and the towns of Escalante and Boulder, all located on the famous highway 12. We had minor problems making reservations in April, but you are welcome to make reservations and join us. For more information, contact the editor at 801-582-9223.

Speaking of reservations, if you plan to go to Steamboat Springs for the Vintage Races and/or Concours this year, you should be getting reservations. For motel or condo reservations call the central Steamboat Springs number at 970-879-0740; if you want to camp, the best place is the Ski Town KOA Campground, 970-879-0273. The campground has showers, a pool, and a hot tub. All the motels, condos and the campgrounds are full on Labor Day weekend, the weekend of the race. The best plan is to arrive Friday, and depart Monday. The Steamboat event is the closest vintage race to Salt Lake City, about 350 miles. There are 200 cars racing, and another 100+ in the concours. The featured cars in the concours will be muscle cars this year, I believe. To race, the cars must be older than '67 for sports and touring cars (with a few exceptions), and the driver must have a vintage racing license. The racing is normally not cut-throat, with most drivers being very interested in preserving their cars, but some drivers get into it and you get to see that the cars (and drivers) can still turn some fast laps and go wheel to wheel into a 90° turn. Where else are you going to see an AC Cobra (a real one) really going at it down the straight, or a 300 SL Mercedes "gullwing" nearly losing it on a turn, or six bug-eye Sprites trying to get through a turn at the same time? It is great fun, definitely buy a pit pass, so you can stick your head under hoods and talk to the drivers. Call the editor for information.

Want to write an article for the BMCU Newsletter? We would love to have it. It can be about your trip to England, how you fixed that strange problem—really anything about British cars is welcome. We would prefer to get an electronic file, but a "manual" one is OK, too.

Help! After many years of helping us out, Jim Pivrotto is changing jobs and can't copy the newsletter for us. Do you have access to a copier, and can you copy 200 newsletters a month, even on a rotating basis, for the low, low price we're accustomed to (free)? We'd love to hear from you!

Autojumble

FOR SALE, 1972 red Lotus Europa Twincam, excellent unrestored condition. New water pump, perfect interior, engine rebuilt 5,000 miles ago. All maintenance records. Rich Sheya, 801-264-8692

FOR SALE, two cars: 1960 TR3 - All new or rebuilt mechanicals, engine balanced, rebuilt head. New wiring loom. Body tub totally restored with new panels, seams sealed and now BRG in and out. New suspension, brakes and steering on painted frame. NEW: tires, Mini Lites, Mota Lita Wheel, TRF side curtains, windshield, Monza exhaust, and more. Nisonger rebuilt gauges. Final fitting of fenders, paint & interior all that's needed to make a totally reliable, lovely \$20,000 car. Around \$14,000 invested. Asking \$7,500. 1955 TR2 - Tub is off the frame with restored floors, sills, & battery box. A few minor dents to deal with but

absolutely no rust. Over \$6,000 in NEW parts go with the car, including: wire wheels & hubs, everything to rebuild suspension and steering, red interior, leather seats, carpet, custom made top & tonneau + fabric to cover side curtains, fuel pump, NOS wiper motor, master cylinder, wiring, exhaust, plus lots more (I have a List). Original engine with low port head and manifolds with the car. TR3 OD tranny & TR4 engine go with as spares. Asking \$6,500 for everything. Bought a Morgan Three Wheeler, have a 59 TR3 daily driver, no time for other projects. Cars are in central New Mexico. Call or e-mail for more details, Bob Paul 505-897-2430 or EPaul21988@aol.com

MGB GARAGE SALE, Saturday, May 16, 9-5, 225 N Highway 89, North Salt Lake (behind the building). Ten MGBs, including low mileage original ltd. edition, project cars, and parts cars. Thousands \$\$ in new and used parts. Cash only. Call 801-295-3726 for info.

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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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