

# British Motor Club of Utah

June 1998

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## 7th Annual British Field Day

By Bill Davis

The annual field day will be the June event. It will be held on **June 20**. If you can come and help get things set-up, come at 8:00 AM or as soon after that as you can. If you are bringing a car or cars get them there by **9:00**. The show will open to the public at 10:00. Please try to leave your cars in place until 3:00 PM. The location has been somewhat up in the air until the last minute, but it is definite: we have resolved the few minor regulatory issues concerning the use of the Northeast corner of Pioneer Park (**300 West and 300 South**) and we're on!

The first issue was alcohol in a city park. It's not allowed. The committee was deadlocked on how important our genuine English pub was until someone pointed out that the club insurance does not permit alcohol at an insured event either. I guess we dodged that bullet in years past! If you want a tall cool one you will have to bring it yourself—searching the vehicles for contraband will not be part of the registration procedure—just be very discreet about it (i.e., bring a large non-see-through cup and don't show them this newsletter if you're caught!). The better option will be to wait until the Olde English Festival part of the event. They do have a genuine British pub and everybody that registers for the Field Day gets a coupon for a free beverage of any sort and possibly a half price meal (we're still working on that one).

The other issues that needed to be resolved were all permits and requirements needed

to serve food in the manner we have done in the past. We punted and made arrangements with Tony Caputo's, the new gourmet deli in the old Firestone building on the corner, to do the food. Actually we talked Tony into being a sponsor. We haven't finalized all the details yet but he might do a special genuine English breakfast, a kid's menu and a discount for show entrants.

A few comments on Pioneer Park: a few people expressed concern about this location. Admittedly there were problems in the past, primarily a result of the city's policy of "if there's going to be drive by drug dealing in Salt Lake it might as well all be in one place." The city has long since aggressively altered this policy. I have lived 1/2 block from the park for several years and can attest to this change. The committee visited the park on several occasions last year and unanimously voted for the location. Most people never realized it, but we had to move transients and their garbage from the Cathedral parkway on the morning of the event. We won't have to do this at Pioneer Park and we are not expecting any problems of any sort. If you have never been to Pioneer Park you will be very pleasantly surprised. It is one of Salt Lake's oldest and most beautiful parks.

There will be one other minor procedural change. We will not be doing any pre-registration. This change simplifies the registration process for the morning of the event. We won't have to check any lists: everybody will register at the same time in the same way. You will notice we have enclosed a poster that we encourage you to hang up in an appropriate place at work or where ever (or make a few copies and hang them all up). We are trying to boost attendance and revenue this year to

compensate for the increased cost to organize this event, primarily permits, EMT services, barricade and port-a-potty rentals. This is a charity fund raising event and in the past we have donated a substantial sum of money to Hildegard's Pantry. We have also added the Homeless Children Foundation this year. Last issue we requested EMT volunteers as part of our mass gathering permit; in the interim, we found out that we have to provide an entire first aid station, which we arranged through the American Red Cross.

As a final note, the city has asked each driver to bring a piece of cardboard to put under the cars when they're parked on the grass. Do they expect oil leaks?

We still need volunteers for the morning of, so if you can spare any time let me know or just show up early (8:00 AM). Registration is 9:00 AM (300 West and 300 South in Salt Lake). Hope to see everyone there. Bill Davis (801-486-5049 (W), 801-364-1816 (H))

## Cruising to Eureka

An enthusiastic, but small group gathered at Valley Fair Mall on the 16th to make the Eureka run. We watched a red TR-4 (?) cruise by twice, wondering if somebody was lost, but they never returned. The weather was great, cool but clear, with a bit of a breeze. We headed out into relatively light traffic on I-215 to cruise down to the second meeting point for people from the south end of the valley. The editor had listed the second meeting point as 9000 South and Redwood Road. As we passed the shopping center at 90th South, Pugs and Diane drove on by. At about the same time we saw Rob Green in

the 7 heading north. We managed to collect everyone but Pugs and Diane and returned to the 90th south Shopping Center. No one else from the BMCU seemed to be around, so we got ready to start south looking for Pugs and Diane. Starting the cars we found Mark and Karen's Spitfire had run out of electricity and couldn't run the starter (Joe Lucas strikes again!). Mark decided that discretion was the better part of valor and headed home after we gave him a push. The rest of the group managed to get out onto Redwood Road and head south looking for Pugs and Diane. We found them in a parking lot at 12600 South, apparently where they meant to meet with the South valley people. No one new was there and we again headed south toward Eureka via Fairfield and Vernon. Things had changed along the route, many more houses, the short-cut road to Faust was now paved all the way, and the road south of Vernon was finished. We all were amazed by the growth occurring in the Fairfield -Cedar Fort area.

The country side was green and patches of snow lingered on the hills. A cool but pleasant wind blew as we drove along. This was the Utah I remembered, not the sprawl that is spreading west from Utah Lake. Eureka almost seems like a ghost town. The schools and a gas station seem to be the only new buildings in town, and nearly the only businesses in operation. There still seems to be a large number of people living there, but the stores I remembered were all closed. We stopped in the city park and picnicked. The pleasant cool breeze now became cold with snow patches on the hillside just above the town. We did not linger and headed off down the hill, toward the South end of Utah Lake. It was a great drive, good weather and company. It was surprising that we didn't get more people. Perhaps it was the Jazz game that afternoon.

At least, trying to make the run to Eureka were: Pugs and Diane Pivrotto, Bruce Schilling, Mark and Karen Bradakis, Rob Green and his son, and Bill Van Moorhem. Thanks to Pugs and Diane for scouting the route and leading the group.

## The Europa, part I

By Rich Sheya

It was December and the outside temperature hovered around 30 degrees. There it was, just like the classified said, a beautiful yellow Lotus Europa sitting in the cold and snow. I remembered when a Europa was the dream car of everyone I knew. Here was a chance to fulfill my school fantasies! Even if this one had chipped paint and questionable mechanics, I would make this Lotus live again!

Upon closer examination, I noticed that the hood and trunk weren't fastened down; no bolts, hinges, nothing. Hmmmm. The engine had antifreeze in it; the oil looks OK. What're these cracks in the chassis? It's got new rear shocks, Monroe load levelers. Do Lotus' come with Delco master cylinders? It was beautiful.

After some questionable fiscal dealings with the manager of the credit union, I was awarded the car. It arrived, regally poised on the back of a flat-bed truck; we pushed it into the garage. Several hours later, we had a running engine and working brakes--sort of. The car sat on its rear end with splay-toed tires and it looked for all the world as if the rear suspension had completely given up the ghost. It barely had enough power to pull itself down the highway and the brakes were the kind to send wives scurrying after the life insurance policy. After nearly flattening a gray haired old granny and her poodle, I decided that it was time to fix the brakes.

"Two hundred and sixty dollars?!!! for a master cylinder? Are you crazy? One for my truck cost 10 bucks at a junk yard! I checked around--yes, yours is the best price. OK, send it out. My visa number is ----." "What's a banjo bolt? I need two of them? OK, send them too."

Many skinned knuckles later, I was the proud owner of a Lotus Europa that would actually stop when you stomped on the brakes. Driving along I felt all was right with the world.

## 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.

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

**June 13.** 16th annual ARCoF Utah car show at the U of U. For information contact Marilyn at 1-800-371-5060.

**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 NAMGB Register Convention. Hagerstown, MD.

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

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

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

**August 23.** "I Remember When ..." car show in Nampa, ID. Contact Rosie Hale, 208-362-4146.

**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.

## Calendar, cont.

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

**November 14. Tech Session.**

**January 16. Tech Session.**

**February 13. Pot-Luck Dinner.**

The next day there was a suspicious puddle under the left front tire. Pretending that I hadn't seen it, I got in and stepped on the brakes. Surprise, surprise, nobody there. "Better send out two of those caliper rebuild kits, just in case, my visa number is -----." The next thing to go was the right caliper, then the rear wheel cylinders, then the front brake pads. The only thing left is the rubber brake lines and fingers are crossed on those. But it stops!

With the rear suspension in such a bad way, the back tires riding on the inner rd of what used to be tread, and the outside two thirds practically new, the car looked really funny going down the road. It looked like an elephant had sat on the back of it, with the front way up in the air, and the back right on the ground. *Read more of Rich's experiences in next month's newsletter.*

## Left Over Parts

Pug Pivrotto is changing jobs. After copying the newsletter for at least the past seven years, he no longer can do it. Anyone have a copier available that can copy up to 250 newsletters a month (1000 copies)? We would be glad to pay for paper. If you can help, give the Editors, Bill and Julie Van Moorhem, 801-582-9223(H) or 801-581-7687(W), a call.

Our roving reporter, Gary Lindstrom, who is now on assignment in France, sends us the photo below. Gary does not say if this a Renault, Citroen, Peugeot or what, but he suggests that you look carefully at the front and rear wheels. And you thought the English did strange things!

We received a stack of registration forms for the "I Remember When ..." car show in Nampa, ID. This a fund raiser for the Alzheimer's Association. It is Sunday, August 23, from 11:00 AM to 4:00 PM. If you would like a registration form contact the editor or Rosie Hale at 208-362-4146.

Another show will be the 16th Annual ARC (Association of Retarded Citizens) car show on June 13, at the University of Utah. This show is held in conjunction with the Associated Wheels of Utah. This mainly a hot rod show, but there is a sports car class. If you are interested

contact Marilyn at 1-800-371-5060.

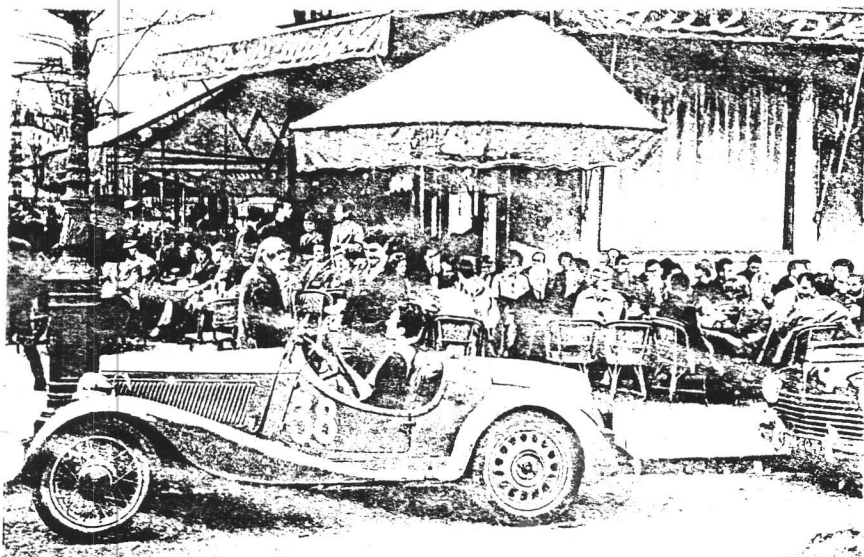
Want to design a new membership application? Talk to the editor, the membership director or a Board member.

Bruce reports that some current members returned the membership application we sent out last month. You do not need to return these: if you received one, you're on the list. Instead, use them to get new BMCU members. Copy the form and put it on any British car you see, chase down British cars on the street (the wife of one of our early members got asked to go get coffee after she did this, so there are many possibilities) to get new members. Speaking of new members, the BMCU is an affiliated organization of the North American MGB Register, NAMGBR, and we would like to remind all B and Midget owners that this is your national organization. For \$25 per year you get their award winning MGB Driver magazine, discounts from their advertisers, technical advice, a dash plaque, local, regional and national meets, a great membership list (read help if your car dies in the middle of Kansas), and membership in an organization that supports the BMCU through their insurance program. If we support them, they support us. Contact Mike Bailey, the editor, or the NAMGBR web site ([www.namgbr.org/namgbr/index.htm](http://www.namgbr.org/namgbr/index.htm)) for membership information.

Are you a Triumph owner? Do you belong to VTR (Vintage Triumph Register)? Mark Bradakis and a group will make 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 in Monterey very soon.

Speaking of reservations, if you plan to go to Steamboat Springs for the Vintage Races and/or Concours this year, get your reservations. For motel or condo





reservations for Steamboat Springs, call 970-879-0740, if you want to camp, call the Ski Town KOA Campground, 970-879-0273. The campground has showers, a pool, and a hot tub. Everything fills up on Labor Day weekend, the weekend of the race. Call now, you can always cancel. The best plan to see everything is to arrive Friday and depart Monday.

We have heard that this may be the last Steamboat Race. Apparently the ski area was sold and the new owner doesn't want to host the race. We'll keep you posted.

Want to write an article for the BMCU Newsletter? It can be about your trip to England, how you fixed that strange problem, or how to prepare trifle. Anything connected with British cars, even vaguely, is welcome. We would prefer to get it via e-mail or on a disk (Mac or PC), but if you use a manual typewriter or a pencil, that will be fine too. Just send it to the editor.

## From the Exchequer

Balance as of 4/13/98	\$1966.83
Interest	+\$3.25
Two Newsletters	-\$100.23
Bulk Mailing Permit	-\$85.00
Balance as of 5/18/98	\$1784.85

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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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