

British Motor Club of Utah

July 1998

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A New Run

The July event will combine the classic East Canyon-Trapper's Loop-Huntsville run with a trip up the Monte Cristo road. The latter part will be a new trip for us. Meet on *Saturday, July 18, at 9:00 AM* in the Northeast corner of the *Hogel Zoo parking lot*. The zoo is located on the south side of Sunnyside Ave, 850 South, at about 2700 East. From the zoo we will head up Emigration Canyon, East Canyon, through Morgan and then along the I-84 frontage road to Mountain Green. If you are coming from Ogden or points north you might want to meet the group at the Mountain Green store at the intersection of Utah 167 and the I-84 frontage road. The group should arrive about 10:30 or so. Be patient if we are late.

From Mountain Green we will go over the Trappers Loop Road, Utah 167, to the Huntsville area, then up to the Monte Cristo summit. Plans are to eat a picnic lunch at the summit, but there was still a foot of snow there when this newsletter was written. This plan will remain fluid, but bring a lunch. The return will be somewhat free-form. Likely back down to the Huntsville area and north around Pineview Reservoir, but there will be a group discussion of the return route. This should be a great trip and a new one. The scenery along the Trappers-Loop Road is spectacular and should be particularly so this year with the late summer and a great deal of rain and snow. Bring your camera.

Mike and Nathalie Odernheimer will be leading this trip, if you have questions give them a call at 435-649-0106.

The 7th Field Day

Wow! There were many concerns about the site of the seventh British Field Day, Pioneer Park. Everyone in Salt Lake knows this park's reputation, but it proved an ideal site for the Field Day and I know of no one who left unhappy. There was plenty of shade, 300 South was good for the autocross, and Tony Caputo's has super meatball subs. About 50 British cars and their owners showed up for the Field Day, plus about 20 British bikes. This group nicely filled the part of the park that Bill Davis and the committee had roped off.

Nearly all the main British marques were represented. Several of the cars were new to group: a couple of E-types, an Austin Mini "woody," and a large collection of MGAs. The Bonneville Austin-Healey Club was well represented, too.

About 10:30, as the last stragglers arrived, the committee got the autocross going. The normal array of British sports cars tried it out, with lots of squealing tires and revving engines, but two groups grabbed the audience's attention. First, the Land Rover contingent gave it a try. Now Land Rovers are not designed for racing, but they put on a good show with a great deal of body roll and tire lifting. Then a Bentley and a Mark IX Jag gave it a try. These two are definitely not small British cars and everybody had to watch. No records were set, but everybody loved to see these cars moving, even with five or six people inside and waving. These groups set the tone for the day: let's not be too serious and have fun. I believe that everyone did just that.

The number of spectators seemed to be larger than usual this year too, perhaps due to the pre-event publicity. Did you see Roy

Beale on Channel 7, twice? About 3:00 a large group of the cars caravaned over to St Paul's "Old English Festival," where a large crowd awaited. There were the usual "I used to own one of those, ..., I never should have sold it," comments, and many of us went in to sample the fish and chips and relieve our thirst. The Old English Festival looks like a fun event, and it's too bad we can't find a site that allows us to combine the Field Day with the festival.

There were a few problems, but nothing that can't be worked out for next year. Large amount of thanks need to go to Bill Davis and Moni Schwaerzler, the entire Field Day Committee and everyone who helped by putting up flags, selling tickets, and all the things that have to be done to make this event work. Great job, folks, our hats are off to you!

Three days in the Desert

By Dan and Sharon Forster

On Saturday, May 23, a small but determined group from the BMCU consisting of Bill & Julie Van Moorhem, Jim (Pugs) & Diane Pivrotto, John & Susan Hermance, Mike & Sharon Bailey, and Dan & Sharon Forster, set off for Bryce Canyon. Five cars in all—two TDs, a TF, a TR-6—and a Jeep (yup, a Jeep) set out from the Golden Arches in Lehi. At the top of the on ramp, we set the tone for the weekend when the TF vapor locked (as it would numerous times), giving a new definition to 'nursing' a car along. John had to pull the fuel line and suck gently to remove the vapor.

We abandoned the freeway for the side roads so the cars could proceed at proper

"British chat" (somewhere between a walk and a trot) through the farms and towns of central Utah.

Arriving at Bryce, we found no rooms at the inn. Two of the five reservations were lost, sending Bill & Julie and Pugs & Diane to Panguitch for rooms reminiscent of the fifties. The toilet in Pugs' and Diane's room flushed all by itself once an hour (better than not at all).

On day two we ventured into Bryce Canyon for a quick hike and view of the canyons. Heading East on the Scenic Highway (Utah 12), we made our way to Mossy Cave and waterfall trail head. After a short hike, crossing the stream twice by tight-rope walking a fallen tree and a log, we made it to the cave and waterfall. The next stop found us at a quaint antique shop in Escalante, whose owner had a severe case of paranoia. His eyes tried to follow the ten of us from room to room. He called in the reinforcements (his lovely wife and dog) who quickly joined in the intense surveillance. With no great treasures found, we motored on down the road, anxious for the country ahead of us.

At the Boulder Hwy. overlook, we pulled over to take in the spectacular view of the countryside and the curving, winding road we would soon travel. While at the overlook, some of us engaged in trading with the local Native Americans, who sold

handmade pottery and jewelry. This spot was a great photo opportunity to get the whole crew together with our cars and the gorgeous red rock as a back drop.

Boulder Hwy. took us winding through and around hillsides that are too beautiful for words to describe. Soon we climbed up a mountain pass that seemed like it would never end. We finally reached the 9400 ft. summit and were grateful to have the chance to coast down the other side.

"We've arrived, this is the place," we said as we pulled into the Wonderland Inn in Torrey. Great accommodations, but the food wasn't very good (unless you prefer your food cold and tasteless).

After settling into our rooms, we gathered on the 2nd floor balcony for a well-deserved cold one. In no time, we noticed a French couple admiring the two red TDs and asked them if they wanted their picture taken with the cars. Well, the wife must have been a retired model, as she quickly jumped up and laid down on the front fender and running board of Mike's car while hubby stood close by smiling admiringly. At that point it was Mike's face we should have gotten the picture of, as he stood there dumbfounded that someone would climb on his car. He was too much of a gentleman (or too much in shock) to ask her to remove herself.



The group and cars at the Boulder Highway overlook

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.

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.

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 info.

August 8-9. Annual Healey Days of the Bonneville A-H Club, Park City. Contact Sandy Maxwell at 801-943-4803.

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

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

September 4-7. 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. All British Conclave, Arvada, CO. Rod Tomkins, 303-337-6866.

September 26. Mount Nebo Loop.

October 17. End-of-the-Season Dinner.

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

October 30-November 1. Rollin' On the River, show/rallye/dinner, Laughlin, NV. Lee Kaplan, 602-937-1203.

November 14. Tech Session.

January 16. Tech Session.

February 13. Pot-Luck Dinner.

The journey home was somewhat uneventful except Bill and Julie had car trouble, stopping the last three cars which caused the group to get separated just south of Salina. But, with the help of cell phones (the wonders of modern technology), we rendezvoused in Gunnison. While the front two cars were waiting in Gunnison, a large steel pipe rolled off the back of a pick-up truck as it rounded the corner and sent the pipe torpedoing towards Dan and Sharon's TR-6. Luck was with them, however, as the pipe bounced off the front tire, leaving no damage to the car!

We decided to caravan along the west side of Utah Lake to avoid the freeway and the rush of cars returning to Salt Lake. We said farewells and agreed that this would be the 1st annual Southern Utah run.

Left over parts

Thanks to Andy Linderman for copying the June newsletter. If all goes according to plan, Andy will copy the newsletter for us in the future.

We have been asked several times why are there so many MGs and so few Triumphs. The answer is simple: there were more MGs made. To actually compare the

numbers is difficult, but let's take a shot. Both companies were begun in the '20s, but I don't have production figures for Triumph that cover that decade. In the 30's Triumph's production was about 31,000 cars, but most were saloons (what we across the pond call sedans), rather than sports cars. MG's production was about 21,400, but most were sports cars. In the post-WW II era, if we just compare sports car production, the figures for Triumph (TR2, 3, 4, 5, 250, 6 and 7) are 370,708 plus 355,258 Spitfires and GT6s, for a total of 725,966 cars. During the same period MG produced 901,442 cars: 675,015 TC, TD, TF, A, B, and C models, plus 226,427 Midgets. Although MG produced more cars, the numbers are not as striking as I anticipated. If we look at individual models, there were 515,471 Bs (fours, V-8s and GTs), next were the 355,258 Spitfires (with various engines), then 226,427 Midgets (again with various engines), 112,368 TR7s, and 101,081 MGAs. No other models of Triumph or MG exceeded a production of 100,000. We received a stack of registration forms for the "I Remember When ..." car show in Nampa, ID. This is 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.

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 magazine, MGB Driver, discounts from their advertisers, technical advice, a dash plaque, local, regional and national meets, a great membership list (people who can help if the 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 will support us. Contact Mike Bailey, the Editor, or their web site (www.namgbr.org/namgbr/index.htm) for membership information.

Are you a Triumph owner? Do you belong to VTR (Vintage Triumph Register)? You should. 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.

If you are planning on going to Steamboat Springs for the Vintage Races and/or Concours this year, you should be getting reservations. For motel or condo reservations there is central number for Steamboat Springs, 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 campground will be full on Labor Day weekend, the weekend of the race. Call now, you can always cancel. The best plan, if you want to see everything, is to arrive Friday, and depart Monday.

We have heard a report that this may be the last Steamboat Race. Apparently the ski area has been sold and the new owner is not interested in hosting the race. More on this as we find out.

We need a leader for the September Mount Nebo Loop trip. If you are willing to help out on that trip please let the editors, Bill and Julie, know at 801-581-9223.



The group in Bryce

Phil Bates, a new member in Idaho Falls, reports he ran the Rallye Glenwood Springs in his light blue '58 MGA. He and his navigator came in 1st in Novice class, and 3rd best score amongst all classes. He also came in 2nd in the funkhana - beaten only by the last car to run it. Results from the rallye, tour, funkhana, and car show results will be on the web within a month or so. Anybody else ever go to the Glenwood Springs Rallye? This is major event for the Colorado British Car folks and we should get a group together and do it some day. Great going Phil!!

A reminder to all MGA owners, the North American MGA Register's, '99 convention, GT-24, has been reported to be at Lake Tahoe. We definitely need to get a group of A owners together and make the trip next year. Don't belong to the NAMGAR? Time to join, contact the editors, Bill and Julie at 801-582-9223. More information about this event will be

available in the late Summer and Fall.

The Bonneville Austin-Healey Club will be holding its annual Healey Days at the Olympia Park Hotel on August 8-9. There will be an All-British Show on Saturday the 8th from 12:00 to 3:00, a hospitality hour from 6:00-7:00 and the awards Banquet will begin at 7:30. Sunday, there will be a Mirror Lake Road tour beginning at the hotel at 10:00. Registration for the car show is \$5.00 and the banquet is \$25/person. Contact Sandy Maxwell at 801-943-4803 for information.

Autojumble

Free to a good home: '67 MGB carcass (uni-body only), rough, but with title. Call Steve or Mary Ann, 801-969-0372.

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British Motor Club of Utah

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