

British Motor Club of Utah

July 1999

Volume 11 Number 12

July Events

There's two events for July:

July 8th, Club 90 British Car Night.

This event is Club 90, 9065S 150W, Sandy (across from the Eagle store). For those of you not familiar with Club 90, it is a nightclub and restaurant in Sandy. They frequently have hot rod nights, but this is the first ever British Car night, set up especially for the BMCU. The rain or shine event runs from 6 - 9 PM and is free. Just show up and have fun. The club will offer a prime rib dinner that night for hungry club members and guests for only \$10.95! You can enjoy the dinner in the main club room or upstairs on the patio.

I can bring a cooler with drinks in it, but you can only consume alcohol legally inside the club.

In addition to our regular club members, we have invited three car dealers to participate in the event with new or used British cars. We've asked Kim at Ken Garff Jaguar to bring a new Jag S type and got a positive response depending on inventory. We also invited Jeff Sullivan from Intermountain Land Rover to bring the newest version of their SUV. Perhaps most interesting will be Roy Wamblodt of Exotic Imports who will bring a couple of interesting cars. Last time we checked his inventory, he had a Mini Cooper, a Rolls, an MG, and a Jag. We'll see what he has available on the 8th. All in all this promises to be a great opportunity to get together for some grub 'n' grog and spend some time with our BMCU friends.

July 17th, Big Cottonwood Canyon Run and Picnic. You may be reluctant to head out on longer drives if you can't keep up with the over 1.5L set. Or maybe your Land Rover never gets a chance to strut its stuff. Well, this event has something for everyone. We'll have two different courses to drive: one for the cars and one for the Land Rovers and other utility vehicles.

Cars: Meet at the mouth of Big Cottonwood Canyon at the parking/bus lot at 10 AM. From there, we will make our way at a leisurely pace up to Brighton. The average speed will be about 30 - 35 mph, so the under 1500cc cars will have it easy. We'll wait for the Land Rovers at the top (if we get there first).

Land Rovers/Other: Meet at the parking lot in front of Einstein's Bagels on Wasatch Blvd (about 3900S) at 9 AM. The drive begins there, through Park City, and up over Guardsman's Pass. The Pass road comes out at Brighton. Note that the pass road is unpaved and poorly graded in some spots. This is not a good drive for low clearance cars.

We'll all meet in the parking lot in front of the little store/café. Coffee and snacks will be available. Once we're all joined up, we'll head back down the mountain to the Donut Falls parking area for a photo opportunity. Bring your camera so you can capture your car and others on film in one of the area's most scenic places.

The picnic portion of the event will be at Storm Mountain Amphitheater in Big Cottonwood Canyon. We have reserved a large group picnic area. Bring your own everything for the picnic. A fire pit and a wood-burning grille are available for cooking, plus tables to handle 50 - 60. Bring the family in the "other car" if you like—the more, the merrier.

Bill Robinson will be with the car group and could use a volunteer to lead the Land Rover group. If you're willing, give him a call at 947-9480.

Southern Utah run

The Second Annual Southern Utah Run was held over the Memorial Day weekend. Julie & Don McEligot from Idaho in their Austin 3000, Jon & Susan Hermance in their MGTF; Gary & Sandy Lindstrom in their TR-3; Julie & Bill VanMoorhem in their MGTD; Mike & Sharon Bailey in their MGTD, Dan & Sharon Forster in their TR-6; Diane & Jim Piviroto in their '65 Cadillac mothership and Terry & Deb Miller in their Alpha Romeo all took off from Lehi early Saturday morning.

The crew ventured southward towards Nephi in a torrential rain storm with the Baileys and VanMoorhems in topless MG's. Thanks to wind sheer (as long as they kept moving) they didn't get too wet. By the time we arrived in Nephi, the rain stopped and the sky looked favorable.

We arrived at Bryce Canyon early in the evening and walked to a couple of the overlooks. Needless to say, the scenery was breathtaking. Sunday morning, we packed a good part of our loads in the trunk of the Cadillac (it was amazing to see how quickly we managed to fill that oversized trunk) and headed South towards Cedar Breaks National Monument. Before reaching Cedar Breaks we decided to get adventurous on "a well maintained gravel road" (which is an oxymoron, especially when traveling in a British car) to Cascade Falls. We enjoyed a half mile hike to the falls—it was hard to believe that much water could come spurting out of a rock.

When we arrived back at the cars, Bill discovered that the nuts had fallen off the MG's steering linkage bolts. Everyone pulled out their spare parts kits and tools, and Bill managed to get things fixed and we were on the road again toward Duck Creek. While still on the "well maintained gravel road", we came upon a low spot covered in water. Dan and Sharon held their breath and drove through the puddle first. They didn't get stuck, and everyone followed. Only the underside of the cars got covered with mud. The townsfolk of Duck Creek were pleasantly surprised to see the cars and to see that we were brave enough to go "4-wheeling" in them.

After lunch we headed to Cedar Breaks, stopping at several overlook points. The ground was still covered in several inches of snow, but the roads were great and so was the air temperature. Cedar Breaks was beautiful, especially with the contrast of the snow on the red rock formations.

Heading back to stay the night in Panguitch, we passed by Panguitch Lake which was also a great sight to be seen.

Monday morning everyone packed up and we found ourselves northward bound for home. To avoid being run over on the freeway with the onslaught of traffic returning from the holiday weekend, we headed West at Mona and traveled the West side of Utah Lake. For those who have never taken this route, you should try it sometime. It's a fun two lane road with lots of curves and up and downs that are fun to drive in British sports cars. Everyone stopped in West Jordan to bid a fond farewell to each other, agreeing that there would have to be a third annual Southern Utah run again next year.

June Social

By Bruce Schilling

Thirty four BMCU'ers gathered at my house for an afternoon BBQ, the weather was overcast but turned out to be a wonderful social gathering. All I can say is Good Food, Good Friends, and Good Fun. Thank you all for the great time, we will do it again.

GT-24 trek

By Steve Nelson

Six BMCU members group-treked to NAMGAR's GT-24 (annual MGA Get Together) in Lake Tahoe on June 14-18. Others planned to attend but last-minute challenges kept them, and a few members independently traveled to the event.

The group included Bill and Julie Van Moorhem driving their 1957 1500 MGA Coupe, Steve Nelson in his 1962 1600 Mk II MGA Roadster, J. and Kay Jennings in their recently restored 1957 2-door sedan ZB Magnette, and Carlin Jacobson in the mothership van carrying spares and tools. Carlin taped signs which read "THE BRITISH (Motor Club of Utah) ARE COMING" to the van. We got smiles and thumbs up from passing motorists.

The trip started with Bill forgetting his wallet. While he and Julie dashed home to get it, the other vehicles started toward Wendover. Bill and Julie caught up about half-way to Wendover. He informed us that he was approaching 90 MPH in an effort to catch us—in a 42-year old MGA.

The two-day drive to Lake Tahoe was uneventful but for a chronic transmission leak in Bill's MGA and lots of interesting sights on the loneliest road in America (US Route 50). We arrived at Lake Tahoe to share the oohs and aahs with 104 other MGAs and about 50 other MGs. We saw many British cars sparkling like new.

It was challenging for our daily-drivers to compete with trailered and towed vehicles in the car show, however, J. and Kay Jennings received first place honors in the MGA variant class for their ZB Magnette. With all of the work they put into this car, they deserved to win!

There were many fun activities including good food at local restaurants, visits to the Ponderosa and Virginia City, a Funkana and swap meets, and awards banquets. We also drove in a 100-mile rally through the Sierra Mountains with a stop-off at the National Automobile Museum in Reno.

Our trip home included a generator rebuild for the Mk II using modified TD

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 8. BMCU Club 90 night. Bill Robinson, 947-9480.

July 8-11. 11th annual Jensen National Santa Fe, New Mexico. For info, call Sheree & Marv Marcus at (H) 268-6254 or (W) 487-9681 ext. 18, or email at Shermarinc.@AOL.com.

July 17. Picnic in Little Cottonwood Canyon. Bill Robinson. 947-9480.

August 21. Alpine Loop. Bill Van Moorhem and Karen Bradakis.

September 6. Miner's Day parade in Park City. Floyd Inman has traditionally led this event.

September 25. Mt. Nebo fall color run. Gary Lindstrom.

October. End of the season dinner. Sharon Bailey. Date to be determined.

November. Tech Session. We need a volunteer and date for this event.

January 2000. Tech Session, or "something fun."

February 2000. Pot Luck dinner and business meeting. We need a volunteer and a date for this event, too.

brushes. I am always amazed at the resilience of these old cars considering they are about 40 years old and we traveled for about 28 hours at 60 MPH covering a distance of 1,400 miles. We concluded with a stop at the British Field Day and showed off our cars and J. and Kay's first place award. Thanks to those went and those who made the trip a reality. It was great fun and the comradery amongst the group was terrific!

8th Annual British Field Day.

Pioneer Park turned out to be a great place for the Field Day the second time. We had a really good turn out, with 89 very nice British cars and motorcycles. I was also informed that we had about 400-500 spectators.

On of the big draws again this year was the driving—the moving cars and squealing tires makes everyone want to watch. The course was tricky this year as you can see from the course diagram below (diagram thanks to Gregg S.)

About 2:00 PM the MGAs arrived from their NAMGAR Get Together in Lake Tahoe. Thanks to Bill, Steve & J for making the effort to arrive before the end of the show.

From the Field Day Committee, I would like to thank everyone for attending; for showing up early and helping out; and especially to the Austin Healey Club and the Jaguar Club for their effort and support, and making it one of the best British Field Days ever.

Looking forward to seeing all of you again next year.

Left over parts

Thanks to Andy and Bruce for copying and mailing the newsletter.

You may have noticed that at times the newsletter arrives late enough in the month that some of the month's activities are already over. This happens when I run out of time to get it done. Because of this, we use email to inform everyone of last-minute notice of events or event changes. If you aren't receiving event email, it may be because Bruce Schilling, our membership director, doesn't have your email address. You can send it to him in email at partsmaster@sisna.com. If you don't have email, and you have questions about an upcoming event, you can call any of the folks listed on the back page of this newsletter.

Jim Friedman, a friend of Marvin Marcus' sent an email about closeout deals on battery chargers (doesn't every Brit-car owner need at least one charger?). Jim is a wholesale distributor in Salt Lake and he's closing out his line of Schumacher (a high end charger) at below-wholesale prices.

For example, a 10 amp, 12/24 volt charger, fully automatic with a manual override, normally retails for \$105.20 is closeout priced at \$50.49. Another example is Schumacher's Mity-Mite Arc

Welder, which handles up to 3/32-inch diam. mild steel electrodes, retails for \$142.70 is closeout priced at \$68.50.

Jim has several models to choose from, but the deals are limited to what is on hand. If interested, please call Jim at 801-908-0555 or drive to 1771 So. 900 W. #70, in Salt Lake.

Gary Lindstrom mentions some information about a chance for anyone to run their street legal car on the salt flats. There are some conditions: the car must have OEM lap and shoulder belts, a battery tie down, drive line loops (in some cases), H, V, or Z rated tires, and a fire extinguisher. The driver must wear a Snell 90 full face helmet. Contact Ed Smith, 801-544-4526, or Dan Wright, 801-974-5611, or check out www.saltflats.com or email dan@saltflats.com for more information.

Mike Odernheimer, who calls himself the "BMCU member with the most cars painted yellow," is in need of Triumph help. He needs information on someone who can do some welding on the rear differential brackets and replacing the rear pinion seal on the diff, too. If you can help, please email Mike at odernheimer@juno.com or call him at (435) 649-0106.

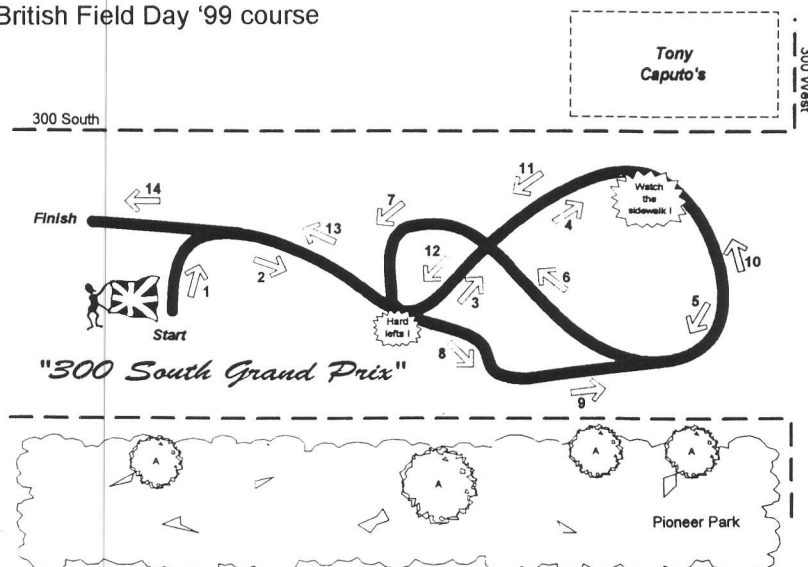
Have you ordered your BMCU club shirt yet? It's a polo shirt that shows your BMCU loyalty. The cost is \$35 per shirt, and we'd like to have 25 pre-paid orders before we turn the order in. You can order S to XXL in either black/white or yellow/white. Order your shirt today! If you don't have the order form from your May newsletter, you can call me at 801-486-2935 and I'll get you a form in the mail. Wouldn't it be fun for all of us to show up at events wearing our club shirts?

Autojumble

For Sale: '79 MGB, excellent condition, just 40,xxx miles. A rare gem. \$9,500 obo. Nyle Fox, 1-800-658-5214 (SLC).

For Sale: 1973 MG midget: "Itty Bit." She has less than 52,000 original miles and is in mint condition, original luggage rack,

British Field Day '99 course



\$6000 obo. Also, a 1979 Triumph spitfire is in wonderful shape, comes with both the original soft and hard tops, very clean, \$4,000 or best offer. Call Lamar evenings at 801-225-8238 or during the day at 801-378-5512, or email cct@email.byu.edu.

For Sale or Trade: 1974 MG Midget, 25th anniversary badges throughout. It runs (barely), needs the carbs tuned, has no brakes (they go to the floor), a dent in the front fender, and some minor rust. Now the good stuff: it has a removable hardtop, the interior is in about 90% condition, and it has alloy wheels. I really want to restore it but I just don't have the time or the money. Mike Olson e-mail bxxiii@digitalpla.net tel: (801)-560-2514

From the Exchequer

Thanks to Marty, I have some financials to report:

Beginning balance	\$2012.51
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Board of Governors:

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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 to Bruce's email address shown above.

British Motor Club of Utah

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