

British Motor Club of Utah

September 2001

Volume 14 Number 2

September Events

The driving season is still in full bloom, so it's too early to put the car up for the winter. Take a look at what the BMCU has in store for you:

Miner's Day Parade. Unfortunately, the newsletter is later than this event, which took place on Monday, September 3rd (Labor Day) in Park City. The meet-up point was in Swede Alley, with the parade proceeding down Main Street in Park City. After the parade, the group headed to the City Park for a reserved parking area—thanks to the efforts of Floyd Inman—and a picnic lunch. Look for an account of this event in the coming months.

Picnic in City Creek Canyon. For those of you who know Salt Lake City, one of wonderful scenic attractions close to downtown is City Creek Canyon. Marty Van Nood will lead the group on a trip up City Creek for a picnic lunch. All the details are on the attached flyer. Don't miss out on this one—it's close and it's the perfect time of year for quick drive and picnic.

State Street Cruise Night. As long as the weather holds out, we just keep drivin'. September has a new event added to the schedule for those who like to drive a little and look good doing it. A cool ride down State Street on a Saturday evening is hard to beat. We'll meet up at the state capitol (the north parking lot, as usual) at 6 PM ish on Saturday, September 22. At 6:45, we'll head out State Street all the way down to 90th South. Then we'll head up the hill to 13th East where we will end up at Joe Chou's Dairy Queen. There you can have dinner or a snack—that's up to you. This is real drive-in fare just like you used to get when you were a teenager (a long time ago). Joe has graciously agreed to provide another of his tasty ice cream cakes as a raffle prize and we will have additional

prizes, as well. After we're finished at the DQ, we'll see what develops.

So bring your car and your favorite co-driver for food fun and prizes. To donate prizes or for additional information, contact Bill Robinson at 947-9480 or 947-5750.

Mount Nebo Fall Color Run. On Saturday, September 29, we'll renew the BMCU tradition of circumnavigating Mt. Nebo to partake of brisk air and fall color. This is a long (200+ miles) but very enjoyable tour and will treat your eyes and clean your exhaust valves.

Rendezvous at the R. C. Willey Clearance Outlet, 9010 S. Redwood Road, at 8:30am for a 9am departure. Our route will take us south on Redwood Road (route 68) to Lehi, along the west shore of Utah Lake to Elberta, east on route 141 to Goshen, south through Goshen Canyon (a sports car treat), along the west shore of Mona Lake, to the Walker Bros. Phillips 66 / Wendy's truck stop at route 132 in Nephi, whence east and north on the Mt. Nebo Loop road, emerging via Santaquin Canyon.

Bring warm clothes and lunch, which we'll eat at a picnic area along the Loop. Logistics minimalists can pick up the latter at Walker's.

Organizers are Gary and Sandy Lindstrom, 532-1259, gary@cs.utah.edu. If you plan to join in along the way, e.g., in Lehi, Elberta, or Walker's in Nephi, please let us know.

Alpine Loop a success

By Karen Bradakis

At 9AM on a cloudy morning, August 18, people and British cars began to gather on the Southeast corner of the Southtown Mall parking lot. Some people brought items to donate to be given away to lucky ticket holders later on at the picnic.

The sun came out as the drivers gathered at 10AM for a brief meeting to discuss the route to be taken to reach the first (pit) stop in Alpine. The drive began with over 20 British cars. At the stop in Alpine, a few more British cars joined us. We drove over the Alpine Loop with only 2 minor car problems on this warm day which reached 99 degrees. The long line of British cars proceeded to the traditional picnic spot at the park behind the courthouse in Heber. Over thirty cars were counted at the picnic spot. Folding chairs, blankets and picnic baskets were brought out as generous souls donated \$\$ for the British Motors Club's annual Alpine Loop fund raiser.

A young BMCU'er was asked to help select the winning ticket numbers for the items being given away. Due to popular demand, Rob Green was persuaded to describe the items being given away and along with interjecting some entertaining banter. Rob roped Mark Bradakis into assisting him with the task of describing the prizes. A wide variety of items were donated by generous donors.

The crowd finished their lunches without throwing any tomatoes at Rob and Mark. The donated items were all given away as those who had signed up with Doug and Eileen Wimer to ride the Heber Valley railroad headed off to catch the 2 o'clock train to Vivian Park. Others went to Healey Days at the Heber Valley Airport, which

began at 3 that afternoon. Still others may have continued the drive over the usual route to the Jordanelle Reservoir.

Thank you all for generously donating for opportunities to take home prizes from this well attended fund raising and fun raising event. Over \$250.00 was collected at this very successful event. Thank you to those who donated prizes; to Sharon Bailey, who wrote to businesses to ask them to donate items; and to those who donated \$\$ to make this year's Alpine Loop such a success.

Raffle donors included:

Moss Motors
Victoria British
Apple Hydraulics
British Car Magazine
Bailey's Garage
Interstate Battery
Eastwood
Mitch Johnson
Dave Maxwell
Mike and Sharon Bailey
Dan and Sharon Forester
Bill Robinson
Doug Wimer
Mark Bradakis

I hope I got everyone who donated—many thanks!

Attending the run were: Mike & Sharon Bailey, Don Bailey, John Bauerhuber, Barry & Denise Blackett, Mark & Karen Bradakis, Mike & Becky Chambers, Dan & Sandy Davis, Kendall & Tyson Dewsnup, Dan & Sharon Forster, Kendall & Tyson Gleason, Nick & Christian Gray, Rob & Nan Green, Susan & Jon Hermance, Mitch & Diane Johnson, Don & Ginny Lagergren, Ann & Doug Lewis, Toni Leyba, Gary & Sandy Lindstrom, Dean & Colleen Lowe, Bob & Tyler Lux, Marv & Sheree Marcus, David Marks, Dave & Sandy Maxwell, Julie & Don McElligot, Ann & Doug McLean, Steve Nelson, Vickie & Ernie Reno, Bob & Fran Riemenschneider, Bill & Julie Robinson, Bruce Schilling, Chris Shell, Bill & Julie Van Moorhem, Bill & Julie Walton, and Doug & Ilene Wimer.

There were some folks who showed up late that did not make the sign up sheet. My apologies if I missed anyone.

Vintage Triumph Register 2001

VTR 2001 was a great success this year. It took place in Breckenridge, Colorado. A beautiful resort town with Mining roots much like our own Park City.

The BMCU had several members there to represent the club, Mark and Karen Bradakis, Pug's and Diane Pivrotto, Mitch, Diane, Mike, Shelley and Greg Johnson and a special guest appearance from Andy Lindeman (whom we all thought had fallen of the earth!).

It ran from August 22 though the 25th. There were many things to do including a Fun tour run, TSD Rallye, Breakfast Run, Panoramic Photo, Autocross, Car shows and several vendors showed up to help us spend some money.

The Rocky Mountain Triumph Club really out did them selves putting this event together. And everyone felt very welcome. It is said that there were nearly 300 Triumphs in attendance! I know you MG guys find this a hard one to swallow! The altitude was a challenge (especially for the low landers). We were usually at the 9000' level and some of the runs took us to nearly 12,000' !

Our Utah group brought home more than their share of trophies as well: Mark and Killer got second place in the PS (prepared small) class of the Autocross. Mark just missed getting FTD (fast time of the day). This would have been his third year in a row! But someone put magnetic cones outon the track, and they were collecting on Killers front bumper!

Pugs (RUSS) Pivrotto brought home first place in M1 (modified, early Spit) class in Autocross. His MK1 Spit was being confused for an actual Supermarine Spitfire. Lucky for Pugs he bought one of those "Non-Magnetic" front bumpers!

Mitch placed second in the S1 (stock, early Spit) class and first place in the Participants Choice car show in the Spitfire MK1,2,3 class. Diane Johnson received first place in the craft show for her fantastic Triumph quilt she made (Mitch is VERY proud of her!).

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 3. Miner's Day Parade in Park City. Floyd Inman.

September 16. Run and picnic up City Creek Canyon. Marty Van Nood, 467-0525. See the flyer attached to this newsletter.

September 22. State Street Cruise Night. Bill Robinson, 947-9480 or 947-5750. See the article in this newsletter.

September 29. Mt. Nebo run. Gary Lindstrom, 532-1259. See the article in this newsletter.

October 20. Tinker Day. Mark Bradakis, 364-3251.

October 27. End of Season Dinner. Gregg Smith.

November 10. Tech Session. Mike Bailey.

December. No event.

January 19th or 26th, 2002. Pot-luck dinner and business meeting. Karen Bradakis, 364-3251.

February, 2002. Because of the 2002 Winter Olympics, there will not be an event this month.



Everyone made it home with no problems, a great time was had by all who attended! Many new friends were made. In case you were wondering, next year's VTR convention will be held in Red Wing, Minnesota July, 16-19, 2002.

Britain takes on LeMans

For the first time in years, Britain fields some well-known marques and their teams in the LeMans 24-hour endurance race.

Two British marques rose to the LeMans challenge: MG and Bentley.

MG. Two MG EX257 cars and a team of drivers—Mark Blundell, Julian Bailey, and Anthony Reid, to name a few—ushered in MG's return to LeMans, competing in the new LMP675 class (LeMans Prototype, 675 kg [1488 lbs.] minimum weight). The rules restrict engines in the LMP675 to 3.4 litres or less; however, with the lighter car, the power-to-weight ratio could give the smaller cars an advantage over the bigger cars and engines of the larger classes.

Not only has MG Rover returned to LeMans, but the company has returned to racing with the formation of the MG Sport & Racing company, a fully-owned subsidiary of MG Rover, to carry the brand of MG X Power into autosports.

The cars were built by Lola with input from Peter Stevens, the MG Rover design director. The MG X Power engine was built by racing engine specialists Advanced Engine Research (AER). The engine is designated as the MG XP-20, a 2.0 litre inline 4-cylinder turbocharged/intercooled unit capable of 450hp and an estimated 215 mph top speed.

The engine was mated to a 6-speed transmission, covered with a one-piece carbon-fibre shell, and running on 18" tires. The engine and transmission act as a integral part of the frame.

Overall, the MGs performed well given the conditions. With some of the rainiest weather in LeMan's nearly 80-year history (first running in 1923), many of the cars dropped out early. Neither MG finished the race, with one car dropping out four hours after the start, and the other car managing

to hold on until an oil leak (sound familiar?) forced it out a little over half way through, one of the last in the LMP675 class to retire. However, it set the fastest wet-pavement speed for the race during a downpour. At one point, this MG was running 3rd overall.

Bentley. This marque, famed for its luxury cars before the term was coined, entered two cars in the closed-cockpit LMGTP900 (LeMans Grand Touring Prototype) class. In fact, they were the only two cars in that class. The weight of this car class is the same as the LMP900s: 900 kg, or 1984 lbs minimum weight.

Both cars began as Audi R8Cs in the LeMans '99 race, but were purchased by Richard Lloyd who convinced Volkswagon (major owner of Audi, and owner of the Bentley name) to allow him to reconfigure the cars under the Bentley marque. The result was the Bentley EXP Speed 8.

The cars sported 3.6-litre, twin turbo Audi V8s and 6-speed Xtrac transmissions. While the cars' closed cockpit design allowed for better aerodynamics and fuel economy, they suffered from lack of rubber. Tires, that is, as the LMGTP class only allows 14" wide tires at the rear, while the LMP900 class allows for 16" wide tires. However, the LMP900s restrict air intake to 32.4mm, while the LMGTP class allows 33.1mm. This gave the Bentleys a 30-hp advantage over the 610hp Audi R8s, the cars to beat.

One Bentley dropped out early on with electrical problems (sigh) caused by rain water leaking into the transmission and shorting out the transmission controller box, preventing the car from shifting. The second car was in danger of the same fate, except for a Rube Goldberg fix using a plastic bottle-top. The second Bentley went on to finish the race! Overall, this Bentley managed to hold first place for a short time early in the race, and finished up third overall, the first team car bearing the Bentley marque to win at LeMans in 71 years.

The crowd chanted Bent-ley!, Bent-ley!, Bent-ley! as the teams were presented with trophies. The Bentley team appeared on the podium adorned with vintage '20s racing

gear, much to the delight of the crowd.

When it was over, there was no doubt that it was a fabulous return for Britain, MG, and Bentley to the famed LeMans. Both cars and teams exceeded expectations, and we're looking forward to their return at LeMans '02.

Thanks to Bill Van Moorhem's Safety Fast Magazine and to my British Car Magazine for the information gleaned for this article.

MG Rover may break even in 2002

Ed. Note: This information is paraphrased from an article in the Salt Lake Tribune.

Just a year after being bought for a pittance, the MG Rover company has reduced its losses and is on track to break even in 2002.

MG Rover is the last independent British car maker of any size left to compete in a field of huge multinational car companies. It lost £254 million in 2000, less than half what it lost in 1999 while under the stewardship of BMW.

A group of British businessmen, known as the Phoenix consortium, bought the company from BMW in May, 2000, for the token price of £10.

Left over parts

Don't forget that we are still taking orders for BMCU shirts. To order yours, contact Nathan Massie at 801-486-2935, or Bill Robinson at 947-9480 or 947-5750.

In April's "Vintage Vanity in Utah" article, Gary Lindstrom reported "no, Virginia, you can't easily find out what [personalized plates] have been taken". Our progressive, e-enabled State Government has remedied this shortcoming. You can now test availability of your choice via <http://www.dmv-utah.com/> (yes! as of this writing "BMCU" is still available!). Our thanks to Gary for this follow-up.

Autojumble

For Sale: 1957 MGA roadster and 1958 Triumph TR3 roadster, both straight, complete, rust free projects, \$2000. each; 1972 MGB-GT, runs but needs paint, \$1,000; 1967 Jaguar 420 sedan, auto, wire wheels, runs good but needs restoration, \$1,500. Contact Paul Evans, 487-2584.

Exchequer report

Beginning balance	\$1943.37
Member donations	+140.00
Interest income	+1.51
Ending balance	\$2084.88

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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.

Check us out on the web!

www.redwoodmusic.com/bmcuindex.html

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