

British Motor Club of Utah

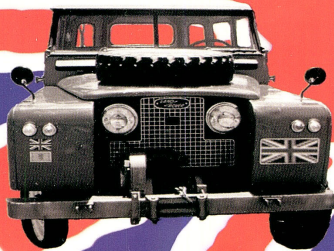
www.britishmotorclub.org

June 2002

Volume 14 Number 10

11th ANNUAL

British Field Day



Great Basin Land Rover Club



June 8, 2002

Pioneer Park
300 South 300 West

9:00 a.m. to 3:00 p.m.



Bonneville Austin Healey Club



Eleven years of Field Day Fun

Saturday, June 8, 9:00 am. Since the British Field Day (BFD) is about a week away, technically it's just 10—but this year will be number 11, it's the Field Day, and it's going to be fun. So the headline is not completely misleading.

But back up for a minute—you say you have never been to the Field Day? Dust off your British car or bike, tune it up, get it running, and bring it on down. It's more than just a car show. Have you ever seen a Land Rover FC (Forward Control)? Slid behind the wheel of a brand new Discovery? Peaked under the hood of a TD? Watched a Spitty scooter around the cones on a funkana? Oh, yeah, how about 50 or more British cars and bikes, along with their owners, all eager to tell their name and story? Names like Jaguar, Norton, BSA, Morris, Austin, MG, Jensen, Triumph, Lotus?

Drive your car on down: all British cars and bikes in any condition, restored or under repair, are welcome. Who knows? You might even win one of the raffles prizes. Things like Brit-car goodies, gift certificates, t-shirts, and whatever else the BFD organizing committee has managed to gather up.

And if all this hasn't convinced you, how about appealing to your sense of charity? All proceeds from this event are donated to The Center for Family Development. Since 1981, the Center has helped over 13,000 people improve their ability to understand and cope with abusive relationships. Each year more than 900 Utah families seek the Center's guidance. With the Center's education and treatment, people avoid the cycle of abuse and put their lives back together.

Help put it on. Of course, an event this large and involved doesn't just happen by itself. The organizing committee has worked long and hard to get the event planned, but there's always a need for help before, during, and after the event.

Here's how you can help: the night before the Field Day (Friday, June 7) we will meet up at the park at 7:00 pm and start setting things up. We'll get as much done as practical.

Saturday morning, at 7:00 am, we'll meet at the park before the gates open and finish the set up chores. (Here's one for you—have you ever closed a street before? I mean, stop traffic, tell the cars that the street is closed, and rope it off? We got to close down 300 South, last year, and it was a powerful feeling!)

After the day's events wind down,

there's a need for taking down the signs, ropes, reopen the street, and return the park to normal.

All help is welcomed and appreciated.

Registration volunteers: We need "a few good men and women" to help us out at the registration table the morning of the event, as well as at the admission entrances during the event.

Raffle prizes. There's still time to donate a prize for the raffle. The raffle, along with the admission fee, is how the event earns its proceeds. Car items are welcome, as are things such as gift certificates and such. Please help, as the raffle is one of the "draws" that helps bring in the crowds. If you think of something you can donate at the last minute, just bring it on down to the BFD on Saturday morning.

Get the word out. Tell your friends. Tell your family. Tell anyone who will listen. Then, take the small page-sized poster attached to the front of this newsletter and post it at work, your favorite shop, restaurant, or any place folks will gather and notice it. Help make this the best BFD ever!

Even if you can't help out on any of the above, you can help by getting your British car or bike out and entering it in the car show. We had a great turnout last year, and donated over \$1,000.00 to a worthy cause. Let's have an even greater turnout this year! The more cars and bikes we have, the more spectators we will have, and the more donations we receive.

Remember, mark your calendar now:

Saturday, June 8th
Pioneer Park
300 South 300 West, SLC
9:00 a.m. - 3:00 p.m.

We would very much appreciate any help you can give us. Please contact Sharon Forster at 801-966-6463 or forstersf@cs.com for more information or to let her know how you can help.

Run to the Island

Thanksgiving turkey. Flowers for your date. Rain on the Antelope Island run. It's all traditional.

The run to the island started at 10:00 am on Saturday, May 11. The cool morning had a threat of rain as a group gathered at the capital. The number of hard-topped cars indicated the thought on everyone's mind: get ready for the usual May shower. Another tradition happened as the Forster's TR6 refused to cooperate and caused them to show up in Detroit iron instead.

As we headed north on the freeway, the clouds made good on their threats and here came the rain. But by the time we met up at the "northern" gathering point in Layton, the rain had stopped. By the time we took off for the island, a few convertibles had the top down. And when we finally rolled onto the island, the sun was pouring down the rays like the rain that came earlier.

The sunshine was a bit deceptive, however, as the breeze was a bit cool. We stopped for lunch at the beach under one of the covered picnic areas. That was the most people I've ever witnessed at those tables—we crowded together to conserve heat!

After lunch we made our way across the island and up the drive to the ranch. That has to be one of the most fun drives: the road is smooth, curvy, and uncrowded. I'm not sure, but I think we took a few liberties with the posted speed limit. Don't tell!

It was a fun drive, and beautiful Saturday, and everyone had a great time. Attending were Chris Schell, Bill and Julie Van Moorhem, Bill and Julie Robinson, Jean Glines and her sister, Julie Bauer, Elliott and Laurel (?) Cheney, Dan and Sharon Forster, John, Liz, and Judge Green, Matt and Cacia Rodgers, Jerry and Joy Wilson, Mark and Joyce Noeltner, Rob and Natalie Green, Nicholas Nichols, Mike and Susan Cady, Jeff and Marilyn Perkins, Joe Chou, and Nathan Massie.

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 7, 8, 9. 50th annual Rallye Glenwood Springs—the oldest continuously held rally in the US. 303-400-8076 or 303-948-3924.

June 8. British Field Day, 9:00 am until 3:00 pm, Pioneer Park. See the article in this newsletter. Please plan to help with this event!

June 24-28. GoF West, Durango, CO. Tom Cox, 303-690-7672.

June 30-July 3. 2002 Jensen Nationals in Park City. Marv and Sheree Marcus, www.2002jensennational.com.

July 3-6. MG2002, 11th annual NAMGBR convention in Grapevine, TX. 972-346-2551.

July 10. Club 90 night. Bill Robinson, 947-9480.

July 13. Trapper's Loop Run. Ken Gleason.

August 3. Heber Valley Parade, Doug and Ilene Wimer, 435-654-2117.

August 10. August Social, Bruce Schilling, 486-0425.

August 15-18. Abingdon Summer Party, Abingdon, IL. 630-858-8192

August 17. Annual Alpine Loop Run. Karen Bradakis (364-3251).

September 2. Miner's Day Parade. Floyd Inman.

September 14. State Street Cruise Night. Bill Robinson, 947-9480.

September 28. Mt. Nebo Fall Color Run. Gary Lindstrom, 532-1259.

October 19. Fall Tinker Day. Mark Bradakis, 364-3251.

October 26. End of the Season Dinner. Gregg Smith.

October 31-Nov 2. High Country Tour, Sedona, AZ. Racermoss@sedona.net

November. Tech Session. Date and time to be announced.

December. No event.

January 2003. Utah Lotus Museum. Mark Bradakis, 364-3251.

Tour Guidelines

Ed. Note: Many thanks to Don McEligot, Gary Anderson, and others who compiled this list via emails.

Driving season is in full swing, and there's nothing more fun than a Saturday behind the wheel of your car and in the company of like-minded club members. However, as with any driving event, unexpected things can happen. Here's a great checklist of guidelines for any driving event. Most are common sense items, but they're a good review for both event organizer and participant alike.

Before the tour:

Select an event coordinator (tour leader) who knows the route and stops. The coordinator doesn't necessarily have to be the first car, but should be able to guide the group over the tour route.

Provide sufficient route details in advance so participants understand routes, stops, etc. The club newsletter or web site are useful for this.

Speaking of the route, don't trust that 5-year old map or internet route planner. If you're the event coordinator, drive the planned route the weekend before so you won't get surprised. If the tour is a long or multi-state trip, call the state highway department to ask specifically about the roads you plan to travel on.

Compare your map to others to make sure that the planned stops are marked clearly—not all maps have the same markings, or even show the same

landmarks, points of interest, etc. Consider making your own map of the route and distributing it at the start of the event.

On the day of the event, review the guidelines before taking off. Define the stopping points, such as interesting landmarks along the way, or every 90 minutes or so for longer tours.

Also, before you take off, decide the modes of communication, such as what hand signals mean "Go on!" or "Help!" or "Pass the word!"

Cell phones, CBs, or FRS radios are invaluable ways to communicate during the tour. Exchange phone numbers, set up radio channels, etc. before taking off. At the very least, the first and last cars and the coordinator would be the logical ones to have communications. On long trips, the car-to-car "natter" can help break up the monotony of the miles.

During the tour:

Before the start of the tour, and at each stop thereafter, make sure everyone knows where the next expected stop is.

Do not exceed the speed limit. It gives our sports cars a bad name (and wears the low displacement engines).

Use your turn signal. Seems obvious, but the person behind you may not be familiar with the route. Turn on your "trafficator" plenty early so the car behind can know there's a turn ahead.

On two-lane roads, leave sufficient space ahead so a tractor trailer or other long vehicle can pass and pull in safely. Do not try to stay "grille to tail lights" the whole way—it might encourage other drivers to attempt to pass unsafely.

During the daylight, turning on your headlights normally indicates a problem, emergency, or need for a stop. However, on two lane roads it may be appropriate to have lights turned on continuously for safety and

flashing them serving as an indication of a problem.

Keep the group loosely together. That's part of the fun, and helps you know if someone's having trouble. Keep the car behind in sight. Slow down at turns so the next car in line can see you turn.

If necessary, stop and allow the group to gather up again, particularly if you've just gone through some confusing turns, stoplights, road changes, etc.

With large groups, consider subdividing into smaller groups of three to five cars, each with its own recognized leader who understands the route and plans.

Look behind you before pulling back on the road, and allow plenty of room to get the group going. If you're the first car, wait until those behind are ready before blasting off.

If changing from original plan, make sure all participants understand the deviation and checkpoints.

Finally, do not stand on the roadway during breaks—people get run over that way. Even a small Brit-car can hurt you!

Left over parts

Don't forget the BFD—it's an event you shouldn't miss. It really is a great time. You'll find just about every kind of British car imaginable, and no end of stories, helpful hints, stuff for sale, and so forth. Don't forget the prizes! That alone is a good part of the fun. Bring your significant other and buy lunch at Tony Caputo's. You'll score some serious brownie points.

Also, don't forget all the events coming up this summer. There's a full slate and every one is a fun one. One event you should note in particular is the Alpine Loop run. We still need folks to help donate items for the raffle. This is a great fund raiser for the club and we always need \$\$ to keep the club running. If you have something to donate, contact Karen Bradakis at 364-3251.

Another event to put on your calendar is the Jensen Nationals on June 30 in Park City,

hosted by BMCUsers Marv and Sheree Marcus. As the name suggests, it's a national event, and it's right here in our backyard. Go to www.2002jensennational.com.

I hope your car is up and running well for the driving season. I'm afraid my 'B put me out of a convertible just when the driving season was getting started. I drove it to work last Friday, and left a bit early intending to get in a workout at the gym before heading home. I noticed the gears raking a bit as I shifted. A quarter mile down the road and I didn't have a clutch. I pulled over, checked the hose, fluid level, etc. with no obvious signs of trouble. I ended up driving it home (about 7.5 miles) in second gear along side streets—must've been living right, as I managed to hit all the lights favorably but three. Anyway, another summer project.

See you at the Field Day on June 8th!

Autojumble

Free parts: I am busy cleaning out my garages and would like to offer free Triumph TR7 parts. I hope there is someone who can use these parts as the price is right. Contact Don Graves at dgraves@softcom.net

For Sale: 1977 MGB "Original Owner" 75 miles on professional complete engine rebuild. New top, alternator, and battery. Needs tires and body work. Asking \$2,200. Contact Robin or Penny by e-mail at: perk@networld.com or our Salt Lake City home phone number at: 801-486-8140.

Storage space for rent: Secure, dry automobile size storage space available! Room for two rolling chassis. \$47.00/month. Approx. 316 W. 1050 S. 801-583-5846, jonathan_hernance@atk.com

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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.britishmotorclub.org

British Motor Club of Utah

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