

# British Motor Club of Utah

[www.britishmotorclub.org](http://www.britishmotorclub.org)

July 2002

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## Club 90 night

**Wednesday, July 10.** Hot cars, warm night, cool drinks, great company.... doesn't get any better than that, right?

Join us on Wednesday, July 10 at Club 90 for a car show and dinner. This year, like last year, we will take part in Club 90's classic car night with classics of all kinds. There will be a live DJ and extra events throughout the evening. The club is planning a special steak and lobster dinner while they last for only \$12.95. Although the evening officially starts at 6 PM, the action starts early, so the sooner you can get there, the better. We'll try to have our British cars grouped together, but that will only happen if you let me know that you are coming and you will need to get there early.

Don't forget that the weather in Utah can be unpredictable—remember last year's rain storm? Be sure to prepare for anything, as much of the action is out in the parking lot where everyone's looking at the cars and such.

So shine up the car and bring your appetite, Wednesday, July 10 to Sandy's Club 90, 9065S 150W. Take I-15 to 90th South, go east to the first light and turn right. The club is on the left. If you are coming via State Street, go to 90th South and head west to the light, then left. The club is behind the Arby's next to the State Liquor store. This event is free and open to all. Your only expense will be what you purchase at the club in the way of refreshments (no "refreshments" allowed in the parking lot, by the way) and dinner. If you have any questions, call Bill Robinson at 947-9480. See you there!



## Trapper's Loop

**Saturday, July 13.** It's time to hit the road for the Great Northern Road Trip to the Trapper's Loop and Snow Basin area.

Plans are to leave from the park above Hogle Zoo at the mouth of Emigration Canyon in Salt Lake. We will be meeting in the parking lot between 8:30 AM and 9:00 AM Saturday, July 13.

Starting at 9:00AM sharp we will drive up Emigration Canyon to the East Canyon turn off, and then to East Canyon Reservoir and on into Morgan. We'll stop for a short cool-down period

for the cars and drivers at Como Springs. We will then continue on the old highway down past Mountain Green to the Trapper Loop turn off, and then on to Snow Basin. We will then proceed down the old Basin road to the main highway, and if time permits before we need to meet for lunch at the world famous "Shooting Stars Saloon" in Huntsville, we will circle Pine View dam around through Eden and into Huntsville.

After food, drink, and fun, we will be on our own to find the way home.

Approx. time for the trip will be between 2 to 3 hours and could be 95 to 110 miles. If you have any questions please call Ken Gleason at (801) 272-1607.

## Alpine Loop

The Alpine Loop run is next month, but we're still looking for items folks can donate for the raffle. The raffle helps us keep the club in the black, and any and all donations are appreciated. If there's something you want to donate for the raffle, call Karen Bradakis at 364-3251. And be sure to put August 17 on your calendar!

## BMCU Memorial Day Run 2002

On Saturday, May 25, around 9 a.m., the horns were sounded and the Run began. Thirty minutes later, it began again after determining the electrically operated choke on Gary and Sandy Lindstrom's Jaguar XK140 was functional. Ten vehicles headed down the west side of Utah Lake for Delta. Nick Nichols brought a DeLorean time machine along in Stewart's Capri. Mark and Joyce Noeltner were in their real DeLorean. Pugs and Dianne Pivrotto actually brought a British car (Triumph Spitfire) instead of the usual Cadillac. Susan and Jon Hermance hauled the cooler this year in a 4-Runner mothership. Mitch and Dianne Johnson in their Spitfire and Bill Walton in his MGB were among the first-timers for this year's tour. Ron and Kathy came in their Jensen namesake. Julie and Bill Van Moorhem in their TD and Julie and Don McEligot in the big Healey rounded out the convoy until we got to Delta and met up with Connie and Kendall Dewsnup with their MG Midget.

While in Delta, the group had lunch and visited the local history museum. Among the displays was an original barracks from the Topaz detention camp where up to 8,000 Americans of Japanese decent were interned from 1942 through 1945. The Dewsnups also gained us admission to a multi-mirrored Dance Hall upstairs above Main Street, which had originated back when Delta was a much rowdier mining town-type place than it appears to be today.

From Delta we headed for the Utah-Nevada border near Baker. On this leg, the group divided up into those who were comfortable in the 55 to 60 mph range and those who preferred to go a bit faster. This was allowed under a list of suggestions for touring that took shape by email with Don McEligot prior to the Memorial Day Run. Another suggestion successfully employed on this tour was the maintaining of significant space between cars. This allowed people to pass us one at a time instead of endangering all in multiple car-pass-situations.

The Border Inn near Baker, Nevada, where we spent the first night was a bit of a surprise in that the motel consisted of twelve-by-trailers divided up into motel rooms. Shades of Topaz! Sunday morning we headed into the Great Basin National Park. The Lehman Cave tours were decided against in favor of driving up into the vicinity of 13,000 foot Wheeler Peak for great mountain scenery.

From Baker we headed south to Pioche, again divided into two groups based on speed preferences. A new seal on the gas cap had caused an ancient hose between the cap and the fuel tank of the Lindstrom Jaguar to collapse. The collapsed age-hardened hose greatly restricted the amount of fuel that could be pumped into the tank. There were no service garages that might have had a new hose until Pioche. We weren't there yet when the Jag ran out of gas. The Dewsnup Midget had a few gallons to spare and the car's electric fuel pump was used to avoid people having to suck on siphon hoses. Trickling fuel from a plastic milk jug into the Jag allowed passage to Pioche and installation of a temporary piece of new radiator hose from cap to tank.

More time could have been spent on the courthouse tour, antique shops and restaurants of Pioche, but Cedar City and a real motel beckoned. The next day's return north through Milford to Delta was traffic free and quite scenic. The fuel pump in the Midget, however, gave out about 50 miles south of Delta.

## 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 30-July 3. 2002 Jensen Nationals in Park City. Marv and Sheree Marcus, [www.2002jensennational.com](http://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](mailto:Racermoss@sedona.net)

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

**December.** No event.

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

Kendall and Connie rode home in the 4-Runner and returned for their car with a trailer. As far as we know everybody made it home.

Next year we may go north into the Jackson, Wyoming, area. Check your windshield wipers and side curtains.

## *Perfect Field Day*

Perfect weather. Perfect location. Perfect turnout. It was just...well, perfect.

The crew and committee outdid themselves yet again with the Field Day this year. Over 100 cars, more than 80 bikes, and a good-sized crowd converged on Pioneer Park for the 11th Annual British Field Day.

Several new car dealers showed their latest British hardware and gave us the chance to sit behind the wheel and imagine the possibilities.

The driving course this year was a bit different, with some tighter turns, and caused more than one car to take down a cone. But the crowd loves to see those cars go through the chicane. There's just no substitute for revving engines and squealing tires.

Around the park were some absolutely stunning cars. Most of the usual marques were represented, such as Triumph, MG, Austin, and the like. A large contingent of Land Rovers, several Jags, a Rolls Royce or two, Morris, Austin-Healey, and Jensen. There was even an Allard.

In all, the clubs, club members, and companies that all pitched in to make the Field Day happen should be proud. It was a Saturday of perfection.

Look in upcoming newsletters for a complete listing of all the folks who contributed to make the Field Day a success.

And if you didn't make the Field Day this year, plan now for next year's!

## *Jensen Nationals*

Don't forget the Jensen Nationals in Park City, UT this year. This event is hosted by BMCU members Marv and Sheree Marcus. They have lots of fun events planned and would love to have all local Jensens join the other traveling Jensens for a wonderful event.

## *Triumph Power Tour 2002*

The Nebraska Triumph Drivers are hosting a barbeque in Omaha, NE for those Triumph owners who are headed to the national meet in Red Wing, MN.

The barbeque is Monday evening, July 15, 2002, 6:00 PM. to dark (about 9:30 PM). The NTD group would like to extend a invitation to an evening full of food, friends, and LBC talk. All Triumph club members that are going to the national meet via I-29 or I-80 and local British Car Clubs can stop and spend some time with us and see some of Nebraska, not just I-80. This will be a fun, informal gathering the evening before we join in on the trip to Red Wing, MN.

The cost is \$5.00 per person, and reservations are required to establish food needs. Contact Bill Redinger @ 402-496-2006 or at [wredinger@oppd.com](mailto:wredinger@oppd.com) or [aredinger@att.net](mailto:aredinger@att.net) for all the details on the barbeque, local lodging, attractions, etc.

## *BMCU—Idaho Centre*

Own a British car and live in SE Idaho vicinity? Want to get together for some informal drives? If so, you are invited to contact Julie and Don McEligot. They would like to set up some occasional drives. Please send your preferred e-mail address to [McEligot@if.rmci.net](mailto:McEligot@if.rmci.net) so the McEligots can contact you.

## *Autojumble*

For Sale: I have 2 MGBs for sale: one '79 and one '80. They both need work. I would like to sell them as a package. I had intended to mix up parts to get one on the road and later fix one up for racing. However, I recently purchased a race car and would rather spend my money on that. I can send pictures to interested parties. Contact Wade Hillstead 393-4918 or [bambinosslave@msn.com](mailto:bambinosslave@msn.com).

Wanted: Craig Welk, a BMCU member is looking for a tube-type WIRE WHEEL axle for an MGB. This can be from any year GT, or '68 or later roadster (preferably not a rubber bumper car which has different spring mounts welded on). The splined hubs are not important as he has those already. Craig only needs the correct housing and axle shafts. He has a steel wheeled axle as well as an early wire wheeled banjo axle (pre '68 roadsters) that can be traded if desired. If you can help or know of someone who can, contact Craig at (435) 723-3237 or at [welkc@sisna.com](mailto:welkc@sisna.com).

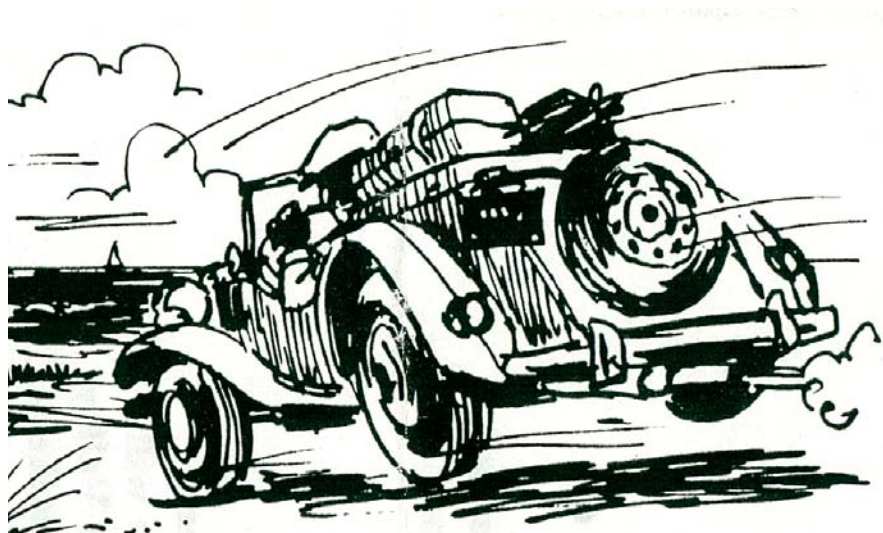
Wanted: I am looking for some late model ( '78-80) warning lights for a MGB. They are the ones that sit between the speedo and tach. They do not have to be perfect, just in one piece. I am willing to pay you for them, depending upon asking prices. Email John "Barney" Bauernhuber at [jbauern@xmission.com](mailto:jbauern@xmission.com)

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](mailto: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](mailto:jonathan_hernance@atk.com)

## Exchequer report

Beginning balance	\$2115.93
Members Contributions	+598.00
Interest income	+1.93
Newsletter expense	-104.63
Ending balance	\$2611.23

**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.

Check us out on the web!  
[www.britishmotorclub.org](http://www.britishmotorclub.org)

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