

British Motor Club of Utah

www.britishmotorclub.org

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Jackson Wyoming, Let's Do It Again!

Going north to Jackson Hole, Wyo., was "cool." The drive both ways was definitely cooler than recent past southern Utah Memorial Day weekend excursions have

Karen Bradakis, good Samaritans associated with the Fat Chance Garage, returned to Salt Lake for a replacement knock-off. After this incident the MGA returned home without continuing to Jackson. We missed the Progresses, but there will be many other tours they will be making.

Hermance led a second group. We toured along the eastern foot of the Grand Tetons, stopping at the Chapel of the Transfiguration, the southern end of Jenny Lake, up to the summit of Signal Mountain and on to a lunch stop at the Jackson Lake Lodge. From the lodge we were on our own, and most hung around the lodge awhile to enjoy the view or headed back to Jackson.



been. Twenty two cars met at Hogle Zoo on a sunny Saturday morning, May 24. The high-speed group left first and included a few day-trippers who turned back later in the day from the Bear Lake area. The less speedy folks trundled off soon thereafter and passed up some of the faster crowd in the course of the day -- the old tortoise and the hare thing.

In East Canyon, a potentially serious incident ended well for John and Barbara Progress and their lovely MGA coupe. A knock-off was lost from a front wire wheel, but the car was safely brought to a stop before the wheel came off. The wandering knock-off could not be located in the weeds over the bank, so Mark and

Sunday morning around 9:30 all breakfasted, and with fully gassed tanks and windshields somewhat debugged, the majority of participants met to decide where to go and what to do for the day. Even with all the greatly appreciated suggestions Don and Julie McEligot had supplied throughout the planning for this trip, everyone was somehow coerced into taking the same tour. We determined smaller groups would be more manageable than one large caravan, so volunteers for group leaders were requested. Bill Van Moorhem's shoulder was seen to twitch ever so slightly, signifying a willingness to lead one group. The tour-masters, Susan and Jon

Some of us returned to Jenny Lake and hiked to Hidden Falls. Returning to town after the hike we encountered a portion of the thunderstorm that had been threatening the area much of the afternoon. When necessary, one can actually stop at the side of the road and raise the top on an MG in seconds. A little sleet and lightning overhead even speeds up the process.

On Monday, all returned safely as far as we know, some through Evanston to the freeway and others the way we came over Monte Cristo and through East Canyon with the exception of missing an onerous detour on Highway 89 by going east of Bear Lake rather than along the west shore.

Due to the good weather, this was a particularly nice tour. The Antler Inn was a well-run, centrally located facility, and the area around Jackson offers a variety of things to do. The BMCU will probably do



this tour again.

Those who participated were: Brent Anderson; Wade and Alice Ashby; Mike,

Sharon and Scooter Bailey; Mark and Karen Bradakis; Kendall and Connie Dewsnup; Rob and Nan Green and family;



Alison Hermance and Mike Magruder; Jon and Susan Hermance; Bill Holmes; Bob and Dixie Jahnke; Mitch and Diane Johnson and family; Gary, Sandy and Margaux Lindstrom; Dan, Laura and Bear Dog Maizen; Dave and Carol Marks and family; Don and Julie McEligot; Todd and Connie Pixton; Pugs and Diane Pivrotto; Bill and Julie Van Moorhem; Doug and Ilene Wimer.

Day-trippers: Stuart and Nick Nichols, Mark Noeltner, John and Barbara Proggess, Bill Walton
Our apologies to anyone we may have missed.

Antelope Island Run

Yeah, it rained on us. It seems there's no surer way to cause rainfall in May than to plan a BMCU drive out to the Great Salt Lake.

But, when I say it rained on us, that was only in Salt Lake City. Once we got to the gathering place on Main Street in Layton, the rain had stopped. By the time we got out to Antelope Island, the clouds were even gone. The result was a cool cruise



day and no crowds on the island once we got there.

The turnout wasn't as good as I had hoped. Only 8 cars made it, but we took pride in the fact that we were diehards. Our route was the same as past years: meet behind the capital in SLC, drive to Layton to hook up with the folks from more northerly parts of the valley, and then out to the island. We stopped at a beach pavilion for lunch, then we decided to drive up to the "look out" point and walked out on the buffalo burger stand's deck to enjoy the view.

From there we headed out toward the Garr Ranch (it really is Garr Ranch, not Garff Ranch as I mentioned in the May newsletter). Anyway, we headed out toward the ranch along the scenic road on the east side of the island. We saw a few buffalo. Then we saw a small herd of antelope. And



then we noticed there were only three of us. Where did the rest of the group go? After waiting a few moments along the road, we decided to turn around and go back. At the top of a hill we saw that familiar British hello: a B with the hood up. After a moment, Bill Walton gave us a roadside tech session on electric fuel pumps. A wire wiggle here, a little tap or two there, and the fuel started flowing. But a few miles later, same



problem. Again, Bill to the rescue. This time the extra attention from a screwdriver handle stayed in effect all the way to the

The Lucas Calendar

This calendar works about as well as its namesake, so use it with care. All events are subject to change. Check our web site for the latest information. www.britishmotorclub.org/

June 7 British Field Day.

June 19-20 MG 2003

June 21 Monte Cristo Run. Bill Walton.

June 28 Taylorsville Dayzz

July 12 Trial Lake Run. Doug Wimer.

July 14-18 NAMGAR GT-28

July 24 Ogden Parade

July 21-25 GoF West in Long Beach, CA

August 2 Heber Valley parade. Doug Wimer.

August 16 Alpine Loop. Chris Shell and Mitch Johnson.

September 1 Miner's Day Parade in Park City. Floyd Inman.

September 13 State Street Cruise night. Mark Noeltner.

September 27 Fall Color Tour. Gary Lindstrom.

September 26 Rendezvous in Las Vegas, NM.

October 11 50th Birthday Party..... for those cars in the club that are turning 50 years old.

October 18 End of the Season Dinner. Gregg Smith.

November 11 Tech Session.



"Everywhere is walking distance if you have the time."

Why is the third hand on a watch called the second hand?

ranch.

After a quick tour around the ranch, the group broke up and headed for home. What started as a rainy day ended up as one of the most beautiful Saturday drives you could hope for. Enjoying the run was Gary, Sandy, and Margaux Lindstrom, Nathan



Massie, Mark and Joyce Noeltner, Nicolas and Nick Nichols, Mitch and Diane Johnson, Chris Schell, Bill Walton, and Tidd (did I read that right?) and Connie Pixton.

Oh, and next time I'm taking stuff to feed the gulls. I didn't feed them this time, and it took me 30 minutes to wash off their wrath. I didn't know birds could hold that much.

June 21st Monte Cristo Run

This run will be going through some of the most hilly and beautiful parts of the Wasatch Front.

We will meet at the zoo parking lot in Emigration Canyon at 10:00 AM June 21st.

We will drive to over Big Mountain down through Morgan to Weber Canyon, then over Trappers Loop and stop for lunch at the Shooting Star Saloon. After lunch we will drive up to the top of Monte Cristo and then back to Huntsville. From there we will go back over Trappers Loop, and take a rest stop at the store in Mountain Green.



After a brief stop we will head up Weber Canyon past Coalville. Then on up I-80 to Parleys Canyon and hopefully



we will have had a good time and head out our separate ways.
See you there!
Bill Walton.

June 28 Taylorsville Dayzz

The BMCU have been asked to participate in the June 28 Taylorsville Dayzz 2003 Parade and British Car Show. As this is a new event (unscheduled as it is) it would be nice to see a large turnout.

The Day begins with the Lions Club Chuckwagon Breakfast at 7:00 AM. (Sponsors of the parade have offered us two free breakfasts with each car entered.) The Parade begins at 9:00 AM, however, they ask that we be in line by 7:30-8:00 AM as they judge the entries prior to the parade.

After the Parade, they will arrange a secure area at Valley Regional Park for us to leave our cars for the British Car Show. At the Park there will be activities for all, including a carnival, entertainment all day, food, arts and crafts, and for the young at heart a puppet show. Entertainment will include a number of groups that I have never heard of, but this is Taylorsville, so what should we expect?????

We will meet Saturday, June 28, 7:30 AM at the intersection of Redwood Road and 5400 South. This is where the breakfast will take place. From there the parade will proceed west on 5400 South to 2700 West where it will turn north and proceed on up to Valley Regional Park at 4800 South. The British Car Show and other activities will be at the Valley Regional Park.

This sounds like a fun day for the entire family, so pack the kids (or in some cases the grand kids) into your British Car and head for Taylorsville on June 28. Let's have a great turnout.

P.S.: For those interested, The Utah Symphony will present a Free Patriotic Concert on the evening of June 27 - 7:30 PM - at the Valley Regional Park.
Floyd Inman

MG a Short History

MG stands for Morris Garages, which was the Oxford distributor for Morris cars; co-incidentally, it was also owned by William Morris, later Lord Nuffield. When Cecil Kimber became its general manager in 1922, the firm started modifying standard Morris Cowleys, lowering the chassis and fitting more sporting bodywork. By 1924, Morris Garages was advertising the "MG Special four-seater Sports", and had incorporated the famous octagonal badge into the copy. Old Number One was the first MG sports car, but it was the 48th body built for Morris Garages by one firm, Carbodies, since 1924.

Morris Garages outgrew its home three times before moving to Abingdon in 1929, by which time it had been renamed the MG Car Company. During the early 1930s, MG became synonymous with the term "sports car", and its road cars were promoted by successful racing forays. Then, for fiscal reasons, Morris sold his private companies, including MG, to Morris Motors in 1935. Purists argue that MG was never the same again. There was less variety in the products, racing activities were limited, and placing the MG badge on BMC saloons such as the Morris Oxford and 1300 would have been anathema to Kimber. Realists would point out that even after Kimber's death in 1945, fine, affordable sports cars such as the TC, MGA, Midget and MGB continued to be built, and it was only British Leyland's appalling management that sullied a great name in the 1970s.

Car production was stopped at Abingdon in 1980. From 1982 to 1990, the MG name was applied to re-badged and tuned Maestros, Montegos and Metros, but MG enthusiasts were cheered by 1992's RV8 and have more to celebrate with the introduction of the mid-engined MGF, which draws heavily on the corporate parts bin. Back to the beginning, really.

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Autojumble

MG Midget (or Sprite) parts. For example: front fenders, hood, doors, top with bows, trunk lid, rear axle with differential and brakes, front calipers, dash (not cracked), steering column with wheel, etc. I can't remember all I have. Most are from a '73 Midget. Call Bill Van Moorhem, 582-9223, and let me check if I have

what you need.

1966 Triumph TR4A Red. Body-off Restoration (frame, body, interior, suspension, clutch, trans, top). Super sharp. \$12,000 obo. Kevin 801.455.4344

76 TR6, White/Red Connally Leather. Full restoration completed two years ago involving paint, engine (complete rebuild, including clutch, trans), interior (connally leather), suspension. Extremely clean. Over \$25,000.00 invested SELL FOR \$13,000.00 obo. Rick Hughes 580-0503 or 304-9091.

1968 Jaguar E Type Coupe. Jaguar Red. Complete body restoration and engine rebuild. \$32,000 invested SELL FOR \$23,000.00 Call for more information Rick: 580-0503

79 Midget, Red/Black interior, Hardtop, 87K miles. \$1300.00 or best offer call Hank Finch 450-1424 or 524-3929

What do you mean BFD?

June 7 Pioneer Park

Burma Shave

20 miles per gal	You can't reach 80
Says well known car	Hale and hearty
To go 10,000	By driving 80
Miles per gal	Home from
Buy the half-pound jar	The party
-- Burma-Shave, 1935	-- Burma-Shave, 1940
At crossroads	Give hand signals
Don't just	To those behind
Trust to luck	They don't know
The other car	What's in
May be a truck	Your mind
-- Burma-Shave, 1939	-- Burma-Shave, 1940



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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

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