

# British Motor Club of Utah

www.britishmotorclub.org

AUGUST 2005

Volume 17 Number 11

## Concours d' Elegance Helps Finance The S. L. Senior Center

Please plan on making the 34th annual Concours d'Elegance charity car show a club event. 100% of the profits go to the Salt Lake County Senior Citizen Centers. This year's theme will be the *Shelby Cobra*. Carroll Shelby's team will bring 4 *real* Cobras and Larry Miller will have his large race trailer and 10 Cobras including two GT-40 race cars.

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## Save August 20 For Alpine Loop

Long ago and in another time, a few friends who were followers of the Queen's own best, got together to polish their bonnets and watch some Castrol drip from their rear oil seals, when they unanimously decided that they should in fact drive these cars somewhere! With this stroke of genius the Alpine Loop Run was devised, and the British Motor Club was conceived. (True story)

Some of these old grey beards are still with us, and decree every year that the *Run shall continue*. And so it shall.

This year the run will be on Saturday August 20. Arrive at 9 AM for a 10 AM departure, at the southeast corner

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## Great Time Had By All On Trappers Loop Run



Another beautiful day for driving through the Trapper's Loop

Saturday, July 9th turned out to be a gorgeous day, the kind of day that begs to have you drive your LBC top down on the twistiest roads you can find as you scream all the way down the hill just as you did when you were a kid on the roller coaster.

That is exactly how many club members spent that great Saturday morning. We met at the Hogle zoo parking lot between 9:00-9:30 AM and departed a little after 9:30. There was a good mixture of cars present including 4 MGA's, 3

TR6's, 3 Spitfires, a Sunbeam Alpine and a TR7 spider.

In addition we had a contingent of Korean, German and Japanese cars with a Hyundai, a Mercedes and a

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**Memories!**  
THE MIDNIGHT RIDE  
OF PAUL FOR BEER  
LED TO A WARMER  
HEMISPHERE

Burma Shave

## September 5th - Our Annual Trek to The Park City Miner's Day Parade



### BMCU was well represented at last year's Miner's Day Parade

Wow! Where has the summer gone? Let us not forget that on September 5th, most likely before you receive your next copy of the revered BMCU Newsletter we will be holding our annual trek down Main Street, Park City for the Park City Miner's Day Parade.

As I am sure all of you know, we have had our better days at this parade and we have had some pretty embarrassing ones. I vividly recall the year when we had three and one half cars show. Yes, that is 3-1/2 cars! The half came when Bill Plummer showed up in his TC about half way through the parade route.

On the other hand, I also recall the days when we had 25 cars show, and we didn't know where to put them in the "mini car show" we hold in the City Park.

However, the best part of this annual event is the parade route take us *down hill!* No over heating, no riding

the clutch. Life is good.

So, mark September 5th on your calendar and let's all pack a picnic lunch, a bit of liquid refreshment (booze is OK in Park City, the famous island in the middle of the Jello Belt).

As usual, we will provide reserve parking right in the Park, enjoy the music, the kids activities, but most of all, the BMCU conversations and companionship — *Floyd Inman*

### Rotary Teton Hill Climb September 9-11

In the good ol' days hill climbs were a fun part of owning a sports car in these parts (or made of any parts).

Well, what with population growth, torts (good Scrabble word), etc., we now have to go out of state for such fun. One of the best is coming up Sept. 9-11 at Grand Targhee. For details contact John Hansford at [hansford@tetontel.com](mailto:hansford@tetontel.com) or 208-351-1497.



### *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](http://www.britishmotorclub.org)

**Aug. 6:** Healey Days, Park City Radisson Inn. See article on p. 4 of our July issue. Contact Jim Revel, [jimrevel@aol.com](mailto:jimrevel@aol.com).

**August 20:** Alpine Loop Run. See article on p. 1.

**August 26-28:** Concours d'Elegance benefiting senior citizens. See article on p. 1.

**September 5:** Miner's Day Parade, Park City. See article on this page. Contact Floyd Inman 435-654-7086.

**September 9—11:** Grand Targhee Hill Climb. See article on this page.

**September 17:** State Street Cruise Night.

**September 23-25.** 15th Annual Rio Grande Valley Regional Rendezvous British Car Meet. Farmington, NM. Kevin Kittle, 505-345-4207 or [www.baooa.org](http://www.baooa.org).

**October 2:** Fall Colour Run to Trial Lake (possibly) Contact Doug Wimer 435-654-2117

**October 29:** End-Of-Season Dinner

**November 19:** Tech Session

**January 14, 2006:** Tech Session

**February, 2006:** Annual Pot Luck and Business Meeting



# Great Time on Trapper's Loop

Continued from Page 1

Miata present. After a quick jaunt up Emigration Canyon where we all played dodge the bicyclists and I had to hear my navigator remind me to "mind the cyclists, Richard" (British comedy fans, you know what I mean). We took a scenic drive past East Canyon reservoir and on into Morgan where we made a rest and snack stop that allowed everyone to stretch their legs.

We then made our way up Trappers Loop and took old road 226 over to Snow Basin and headed down to Pine View reservoir. If ever there was a road made for driving our British cars and having a great time doing it, this road is definitely it. *Highly recommended* if you've never had the chance.

We then tooled down Ogden Canyon for a couple of miles to arrive at our lunchtime destination, The Oaks Eat-

ery. There was plenty of parking and we arrived just in time for lunch at about 11:50. The wait was short (about 20 minutes) and they managed to seat us all in 3 groups in shaded outdoor booths. The staff was very gracious, the food was excellent and the company could not have been better. The drive was uneventful (except for a small battery problem as we left The Oaks and I must admit — Bob, that was the first time that I have ever seen the hand crank used on an MGA, and after seeing it, I think the electric starter is useless. You made it look *very* simple!) I think that everyone had a wonderful time and judging by the comments, many would like to do it again soon!!!!

Attending and representing Triumph were Larry and Maggie Farrington, Marty Van Nood and Michael Scoggins in their TR6s. Mike and Becky Chambers, Mitch and Diane Johnson, and Jake Perry in their Spitfires and Rich Goodman in his TR7. Representing the MG camp were Clayton and Sharon Merchant, Bob and Valerie Lux, Steve Nelson and his grandson Aldan and John Prograss all in MGA's. And representing Sunbeam were Roger and Jill Davis in their Alpine. Also attending and running what they brought were Don and Julie McEligot, Andrew and Jenny Frink and Paul and Liz Jaroch.

— Clayton Merchant

# Autojumble

**For sale: 1950's Singer 4AD.** The car is not currently running and the interior is totally shot, otherwise it appears very complete and very restorable with no obvious serious rust. The owner has had it for a long time with intent of restoring it, but has decided he is never going to do it. The car is in southern Oregon. Price is not set, but the owner is motivated to sell and will be putting it on eBay. Call the owner, John, at 541-783-2614 for more info.

**For sale: 1958 Austin Healey Bugeye Sprite.** Original condition. Full restoration project already underway. 1098cc motor with good compression. Unibody has good integrity, however some body panels have cosmetic damage. The bonnet is in excellent shape minus a few stress cracks over the wheel wells. New tires and a handful of other new parts available. I have many pictures to email if requested. Asking \$1,900. Please email inquiries to [mac@tophatvisio.com](mailto:mac@tophatvisio.com) or talk to Bob at 801-619-6469.

**Wanted:** Radiator for a 1967 TR4A. Contact David E. Olson via [daveolson21@msn.com](mailto:daveolson21@msn.com).

**For sale: 1994 Jaguar XJS 4.0L** 6-cyl 99,500 miles. 3 owners. very good condition. Recent cylinder head and valve job with all genuine Jaguar parts. New tires and recent replacement of all power steering parts. A lovely car in white with tan leather upholstery. Service history from Jaguar dealership available. Asking \$9,800 firm. contact George Wright at 801-588-0232 or 801-330-1460.

**Wanted:** TR6 exhaust manifold. Contact Marty at [vannood@intergate.com](mailto:vannood@intergate.com) or 801-467-0525.

**Secure, dry automobile size storage space!** \$47.00/month. Approx. 316 West 1050 South SLC. 801-583-5846, [jonathan\\_hernance@atk.com](mailto:jonathan_hernance@atk.com).



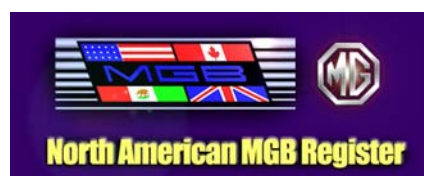
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## BMCU Shines at GoF West

Despite only three couples from the BMCU attending this year's Gathering of the Faithful West, we walked away with two major awards. David and Muriel Machovec took a third place in the Rallye and Kathy Inman (and Hyacinth) took a first place at the Car Show. Quite a showing for such a small group.

However, attendance at the GoF West is not about the awards, it is about the adventurous drives we seem to always have. And this year was no exception.

Once again we opted for the "Loneliest Road in America" as our route West. Hwy 50 is always an adventure and we always seem to see the strangest things along the road. As an example, this year, as we were passing through Delta, we stopped for a bit of a comfort break and who should appear but Kendall Dewsnup and his lovely bride, on a liquid relief mission (no, not that kind).

We spent the first night at one of our favorite old hotels – The Jackson House in Eureka, NV. Part of the beauty of this old hotel is the Keyhole, a delightful old bar next door. This is where Kathy Inman met up with an old boyfriend from the past, Paul (Walking Naked) the Bartender.

From Eureka we headed for Lee Vining, CA, a great little town at the edge of the Sierra Nevada mountains. The next morning it was Floyd Inman's turn to remember his youth with a trip up Tioga Pass and a stop at Lake Ellery, where he had spent many years as a Boy Scout. Then into Yosemite (9945 foot altitude). What a beautiful drive through the Park.

Attendance at the Event was OK for California (where beaucoup such cars reside). We had about 140 classic

MGs at the Car Show which was held in a grassy field across from the Firestone Winery. Again, very hot. The Rallye took us through some of the most beautiful country side you can imagine, with vineyards, horse ranches, and old villages all along the way.

On Friday the Machovecs headed north toward their property in Oregon while the Lindstroms and Inmans headed for Las Vegas. We recorded 122 degree temperature in Baker, only getting lost a couple of times enroute. And our fearless leader's little TD ran flawlessly.

Next year's Gathering will be held at Mt Hood, OR and it would be nice to see a few more BMCU'ers along for the ride. Let us not forget that we will be hosting this event in 2007. For information on next year's event, take a look at [www.gofwest2006.com](http://www.gofwest2006.com).



**A Lonely TD on a Lonely Road**



**Proud Winners**



**9945 Feet Above Sea Level, and these TDs move right along. Ask Gary about the Lifetime Pass to the National Park System.**





## Leaving BMCU — by Dan Kasha

A recent relocation left me facing the usual question: do I ship my classic car, or do I drive it? In the past, I have always shipped it in an enclosed carrier, but always regretted not driving the car, in this case, a 1971 Fiat 500. This time, and largely due to the beautiful landscape I hoped to see, I drove the Fiat from Salt Lake City, to Seattle Washington over the 4th of July weekend, covering approximately 1200 miles in 3 days.

In doing the drive, I realized that if it

were not for my two years doing drives with the British Motor Club of Utah, I would not have attempted this drive. Every classic and driver has its limits, and the BMCU events were a great way to learn them. In my case, I learned that I had to go slow, that I had to go even slower on hills, and I had to avoid the highway - a good thing in any classic. I also learned that rides of 200+ miles were no problem for me or my Fiat, so attempting 400 miles in a day could be reasonable. But would require lots of

## Alpine Loop Run Set For August 20

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of South Towne Mall. As with previous years stragglers and those of the far south inclination, may meet up with us at around 10:30 at the Alpine Chevron and coffee exchange. We will depart there for a scenic tour of the Alpine Loop, ending in Heber for the now famous (and infamous) Alpine loop Raffle and Picnic. This raffle to be conducted by the BMCU's own version of the *Rat Pack* (Dino, Frank, and Sammy, guess who is

which). This event truly is one of the high points of the club season, and one of the mainstays of the club monetarily, so please plan on attending. As in previous years the tour will continue, for those who desire, on over the loop to Kamas, coming down the Peoa cutoff, to Park City, for a smoking idle down Main street before dispersing (which makes it harder for the law to follow us). For further information, call Rob at 435-647-0722.

— Rob Green and Suzanne Bishop

## Leaving Utah — cont'd

food, sunscreen rest stops and a cold beverage at the end of the day. The BMCU events also let me find and work out the various mechanical problems with my Fiat (surprisingly few), and gain confidence in my car. I never broke down on an event (How many Triumph's or MG's can claim this?), which added confidence for the long trip.

For those of you not familiar with the Fiat 500, it was produced from 1957 to about 1975. They were very popular in England, and preceded the Mini by 3 years. I have read that the popularity of the Fiat in England gave the British Motor Corporation the confidence that there would be demand for the Mini. There are many Fiat 500's still on the streets of London, as they can navigate the narrow streets with ease, and can fit into any vacated parking spot — even those previously occupied by a Mini. The Fiat 500 had a 2-cylinder 4-stroke 500 cc engine, producing 17hp. This gives it a top speed of 55 mph, and can get over 50 mpg. The Fiat 500 has room for 4, is a bit under ten feet in length, and weighs just over 1000 pounds. As is common with many classic cars, the engine was produced for other models in a larger capacity, so mine is fitted with the 650 cc, 22 hp engine and has a top speed closer to 65mph.

Preparation for the trip meant looking over the car, and ordering every spare part that I thought could fail which would fit in my car. For spares, I carried points, condenser, alternator regulator and brushes, fan belt, axle nuts, fuel line, and wire. For fluids, I carried brake fluid, grease and oil (my car is air cooled, no coolant is needed). Fortunately I did not require any of these. For tools, I carried the usual assortment plus a digital voltmeter and jack stands. I was particularly worried about a tire failure, so I also carried a bicycle floor pump and a tire/tube repair kit. Finally, I had a credit card - the back-up plan was to rent a car and a U-haul trailer.

(To be continued in September)

Concours d' Elegance  
August 26-28  
At South Towne Center

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All entrants will receive a *free* coupon to *Fastcart Indoor Speedway* worth \$34.00 to drive their fast go-carts. Bring some chairs and hang out with the other car people. Entry fee is \$20 for display only cars or \$30 if you want to be judged. Cars can only have 1/4 tank of gas and you can set up in the BMCU area starting noon to 9:00pm on Thursday Aug. 25. The show runs Aug. 26, 27 and 28 at South Towne Expo center at 9570 S. State Street (enter in back) Applications should be put in ASAP and can be printed from our website at [www.concoursutah.com](http://www.concoursutah.com) or contact me at [rgpi@comcast.net](mailto:rgpi@comcast.net) or 262-4999.

— Ron Gunderson

## Exchequer Report

As of July 21, 2005

Beginning balance  
(from last report) **\$1,830.42**

### Income:

Contributions	\$ 35.00
Sales	\$ 237.00
Interest income	.77
	<b>\$ 272.77</b>

### Expenses:

Newsletter 4, 5, 6 '05	\$ 436.00
Renaissance Graphic	\$ 189.00
	<b>\$ 625.00</b>

**Ending balance** **\$1,478.19**

### Board of Governors:

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801-532-1259 [gary@cs.utah.edu](mailto:gary@cs.utah.edu)  
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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)

# British Motor Club of Utah

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