

British Motor Club of Utah

www.britishmotorclub.org

JULY 2005

Volume 17 Number 10

BMCU Struts Its Struts (and Other Components) At Field Day

The day was beautiful, and the turn out was excellent for this year's British Field Day in Salt Lake City's Pioneer Park. Mitch Johnson arrived early and staked out a prime row along the eastern perimeter (those military guys really know how to secure a perimeter). Along side the BMCU Boutique tent were Mitch's Spitfire, the Inman's Hyacinth, and a great turn out of MGA's including

Bill and Julie Van Moorhem's coupe, driven all the way from Klamath Falls OR for the event. And oh yes, the Lindstrom's XK120 open two seater made its debut after four years of parts chasing and cheque writing.

Jon Hermance once again presided over the autocross course, on which the top time was achieved by a Lotus 7 or per-

haps it was a Caterham (it went by too quickly to tell). It had the track record at 17.2 seconds followed by Bill Rhinehart's race prepared Mini in the very low nineteen's. As always, there were fine turn outs by other British vehicle clubs, including the Bonneville Austin-Healey Club, British Bike Club of Utah, Mini club, the Sunbeam Club, and the Wasatch Mountain Jaguar Register.

Rain Can't Dampen Memorial Day Run

The drive to Jackson started out with a bright sunny day and a fried Pertronix unit (a word to the wise who have Pertronix system — always keep all your points, condenser, etc. in a baggy in the trunk) ended happily with the arrival of the cavalry in the form of Gary Lindstrom and Mike Bailey and after an electronic rebuild we were on our way.

We met up with two groups along the way. The first group was at Kimball Junction, where Floyd Inman had made up some maps that he passed out to all of

us. The second group was met at Echo Junction, and from there we were on our way.

The drive there was very pastoral with winding rivers and green rolling hills. We stopped at Gator's and had lunch where the wait was long but the food was great. We rolled into Jackson about 5:00 and it seemed so did the rain clouds. The rain didn't take away from the beauty of Jenny Lake, the celebration of Wild West Week, or the great

This year the event benefited the food pantry at St. Paul's Episcopal Church, which helps many families and individuals in need. St. Paul's turned out a legion of volunteers, who kept all the administrative and logistical wheels turning smoothly. There were ample volunteers from BMCU the night before, and after the event, for set up and take down -- thanks guys and gals!

Bill Davis, Bruce Schilling, Duff Lawson, and the other Field Day committee members deserve thanks and kudos for keeping this great tradition alive and well.

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Bar J Wranglers Entertain the BMCU during Memorial Day Run. Story on Page 4



Scooter plans his next venture while in Jackson Hole

A little country drive --- 8 days, 2,013 miles --- the BMCU Memorial Day Run

All my warmest thanks to BMCU for the grand Memorial Day Run to Jackson Hole, WY ... and back! I enjoyed the scenic splendor immensely and we (Maggie and me) enjoyed meeting the folks on the run ... at least those we could keep up with!!

As it turned out *our* run lasted 8 days and covered 2,013 miles. It must have been the pending 13 that 'got' us near Cedar City, UT on the way home. We started out about 3:30 AM, June 1, so as to beat the heat of the day into the desert. This turned out to be a not-so-good decision. About 5 minutes down the road in oh-dark-hundred conditions I noticed that little red light on the dash was aglow ... but all was fine at *camp* when we started????

Once I found a stopping place I checked the fan belt and Mr. Non-mechanical tinkered as best he could: the result was only the observation that under 2 grand rpm NO RED LIGHT, over 2K = red light ... very interesting but meaningless to me and way too early to call anyone, so we pressed on.

By Las Vegas the battery was dead, still quite early so bought a new battery at *Flying J*, crossed fingers and off for Palm Springs we flew ... whereas time, therefore speed, was not an issue in our usual 250 mile driving day on the 11,434 mile summer '04 drive, now time, as in 'battery life', had become a very BIG issue. The little hardware store voltage tester showed 12V of battery when we stopped at Peggy Sue's 50's Cafe near Barstow so we ate and hit I-15 without much delay.

By the time we were on I-10 eastbound near San Bernardino, out of the thinner high country air, I was pushing 75, sometimes 80 ... far exceeding the 'auto-with-trailer' speed limit of 55! The little battery and Maggie & me lasted 6 hours 15 minutes to 'parked in my driveway' from Vegas ... and it still tested 12V???? After an hour or so it cooled down to maybe 4V ????

I have yet to put it, and/or the old battery, on the charger, look into what's wrong inside the bonnet, or fuel up MaGgie for a total 2,013 mile MPG

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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

July 6-10: NAMGB Annual Meet, Olympia, WA. See www.mg2005.com.

July 9: Trapper's Loop Run—Clayton Merchant is this event's Fearless Leader. Contact him if you have any questions at stonestaff@mindspring.com or 801-451-5899.

July 11-15: GoF West 2005. Contact Floyd Inman, 435 654-7086.

Aug. 6: Healey Days . See p. 4.

August 20: Alpine Loop Run.

August 26-28: Concours d'Elegance benefiting senior citizens.

September 5: Miner's Day Parade, Park City. Contact Floyd Inman 435-654-7086

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.baoa.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

BFD FEEDBACK WANTED

Autojumble

The British Field Day Committee would like some feedback concerning the event. In spite of the fact that the Field Day is not an actual BMCU event, the BMCU is probably the largest supporter so we would appreciate hearing back from folks. One of our committee members has suggested that we combine the BFD with the Scottish Association Highland games in Lehi. The advantage is that it would make the event much easier to plan as many of the folks on the planning committee have been doing it for many years and most, if not all of them, are experiencing some degree of burnout. As part of the decision making process I decided that gathering some actual empirical data would be helpful. So the information I would like is as follows:

1) Would you be more or less inclined to come to the event if it was held in conjunction with the Highland Games in Lehi at Thanksgiving Point.

2) What advantages or disadvantages do you see with either location.

3) General comments

Regardless of whether you offer some input to any of the above questions, please give me a vote for the current location at Pioneer Park in SLC or Highland Games/Thanksgiving Point in Lehi. Please email Bill at GBROvers@aol.com. Please include the BFD in the subject line so I don't delete you in error. I will report back with the results.

Wanted: TR4 or TR4A steel wheel. Jeff Porter, porterjeff@comcast.net, 466-9839.

Europa Webers: I'm trying to get my Europa tuned up correctly. It is not stock, it has a 2.0l DOHC engine, and I'm dealing with a pair of Weber 40mm DCOE's. Right now it goes very lean from about 2000-2800 RPM's. I have been told that I should try different emulsion tubes. The ones I have are F16's and it was suggested that I try F7's or F8's. Does anyone have a F7 or F8 emulsion tube that I could borrow to see if that fixes the problem before I spend a lot of money for tubes that 'might' help? racergt@xmission.com

Wanted: MK2 Spitfire. I would prefer a car that could run, but that doesn't mean I wouldn't love to do some restoration. I would like to keep the price under 3,000. Frazier Hansell, landrover780@yahoo.com

'79 Spitfire or Sale - \$1,500 or best offer. Call Chris Kontis, 801-856-9500.

Secure, dry automobile size storage space! \$47.00/month. Approx. 316 West 1050 South SLC. 801-583-5846, jona-thanhernance@atk.com

FOR SALE—Or Free: 1: Hardtop for MG Midget. FREE. Please donate \$50 to BMCU; 2: Almost Rust Free???? MGB body shell (pre-1972) with spoke wheels. Make Offer; 3: One Michelin tire 215/55 R-16. New. \$50. Please call Joe Chow. Cell 801-557-4620. You might get a free ice cream with the deal!

84 Jaguar XJ-S for sale. V-12 engine, auto, runs and looks great. \$4,500.00 obo. Must sell. Rich Sheya, 801-264-8692.



Are You a Webber (Not a Weber)?

The BMCU web site at <http://www.britishmotorclub.org> is alive and well -- if you use the Internet, are you using it? Advantages include early access to full color versions of the newsletter, member car photos (send yours to webmaster@britishmotorclub.org), and copious photos of past events (back about five years). A membership list is also available.

On a related subject, are you receiving email from the spam-proof BMCU members list? If not, and you'd like to, again send email to webmaster@britishmotorclub.org, and ask to join this elite group.

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Burma Shave

Trappers Loop Run Saturday July 9

Another great club tradition will be recreated on July 9 when we once again do the ever popular Trappers Loop Run. The destination is one of northern Utah's most scenic areas -- the Eden Valley.

After rendezvous'ing 9am for a 9:30am departure at Hogle Zoo, the group will head up Emigration Canyon to Little Dell Reservoir, and then over East Canyon on SRs 65 and 66 to Morgan. We'll then cross the Weber River, run west to Mountain Green, and over the ridge on SR 167 to Pineview Reservoir.

At that point we'll do something different

from past years. Although eating at the Shootin' Star Saloon in Huntsville is a memorable event, the service is a bit, ahem, methodical for a group our size. Instead this year we will head down Ogden Canyon on SR 39 to eat at The Oaks, which offers good food in a pleasant setting. From there we expect folks to subdivide (like amoebas?) and return home in whatever direction is most convenient.

Clayton Merchant is this event's Fearless Leader. Contact him if you have

any questions at stonestaff@mind-spring.com or 801-451-5899.

Healey Days, Park City, Aug. 6

Our sister organization the Bonneville Austin-Healey Club is holding their Healey Days Car Show Saturday Aug. 6 at the Radisson Inn in Park City. All British cars are invited. The show runs from noon to 3:30pm, but cars should be in place by 10:30am. Entry is \$10 until July 25, then \$15. Entrants get a dash plaque, 2 raffle tickets, and 2 ballots. Entrants will judge for class winners, and there will be a People's Choice award. To register, contact Jim Revel, 5251 Cove Canyon Drive Unit B, Park City, UT 84098 (jimrevel@aol.com); include your car's marque and model. On Sunday we will be two driving tours — contact Jim for details.

All Had Great Time at Highland Games

Several stout hearted BMCU folk braved the elements, despite heavy warning from local television weathermen nay-sayers. We were placed near the parking lot between the two major events in hopes to create a bridge between, and keep things interesting for folks traveling back and forth.

We had many nice comments (sorry Gary, no wedding proposals this time) and even had an unscheduled Triumph Motorcycle display added to

our group (I think he just liked our parking spaces). We held out till around 2 PM when the sky darkened and raindrops were felt. It was a nice event with lots of kilts and bagpipes to be seen.

In attendance were: Mitch and Shelley Johnson, Steve Nelson, John and Barbara Proggess, Clayton Merchant, Michael and Mary Scoggins, Roger Davis, Rob and Mary Foye and Haruo (The Original) Miyagi.



Group shot with Shelley Johnson watching the store

A Little Country Drive — Cont'd from Page 2

calculation ... we're just doing laundry, having a Frappuccino and getting in a little pool time.

Plus, I'm reflecting on how special it was to enjoy the hospitality of Margaret, Larry and their two special little doggies. It was the BEST home-away-from-home we might have wished for ... those two are very kind folks, even without an MG in the garage!!! The SLC 'Mr. Rope' they gave Maggie is becoming well used by her-princess-ness.

As my departed Mom was frequent to say, "You'll get your reward in Heaven!"

Larry, Gary and all the BMCU gang are always welcome around the pool and for a stay in the Cabana here in Palm Springs ... or come north to our Seattle summer pasture (6/28 to 10/15/05) and we'll give you a bed, shower and grand tour of the NW ... even though I'll be MG-less-in-Seattle this year!

— Rubs & hugs, Maggie & me
The 10,000 MILE TD

www.mg3club.org/rickontheroad.htm

Car Name Gibberish — Cont'd from June Issue

For reasons unknown, ludicrous short names have been in short supply, but we have had a few -- Golf, Echo, Vibe, Le Car and Luv, as examples. Japanese and other Asian auto manufacturers seem to have one source for all of their models — the wise counsel of Ichi Otomaka, who is renowned for his car name knowledge of Otomaka won great fame when he dubbed Toyota's best-selling car, the Camry. Loosely translated from the ancient Yayoi dialect, Kam-ri means "four cylinders."

For the next decade, marketing experts are turning to Gray's Anatomy and the Merck Medical Manual as sources for naming new and exciting models: human body parts and their conditions and functions, as well. In this refreshing departure, they will be using real words that sound very much like today's fake ones. According to Industry sources, some of the new models in production for 2005 and 2006 include the Pontiac Aorta, the Chevy Patella, the Dodge Placenta, the Volvo Pudenda, and Mitsubishi's Aureole. The requisite need for he-man names will be satisfied by monster SUVs in the offing: Toyota Thorax, Lincoln Larynx, Mercury Maxilla, Pontiac Plexus and the anxiously awaited three-ton Chevy Coccyx. Vying for attention in the mini-car runabout and hybrid car market will be the Cooper Wart, Toyota's Tic, the Subaru Zit and the MG Barf.

For sports cars, expect the Plymouth Plasma, the Ford Cornea, Toyota's Tibia, the Porsche Vulva, and a few super-sports vehicles such as the sleek Ferrari Sphincter and the Astin Martin Seizure. Top of the line luxury cars will include Rolls-Royce's Silver Mandible, Bentley's exclusive Testis II, the Lincoln Grand Mal, Cadillac's Thalmus, the Lexus EKG and the Mercedes I.V. By the year 2010, we are told that the automakers and their consultants probably will turn to erotica for new model nomenclature. As one marketing specialist observed, "If we have had a streetcar named Desire for the past century, isn't it time to have a Pontiac named Passion or a Mercury named Missionary?"

Great Turnout for BFD



Lindstroms' latest addition to the family!



Bill Rhinehart's roarin' Mini



Visiting with strangers???



Wet Jackson Hole Run

(Continued from Page 1)

restaurants. The show at the Bar-J was great fun with good food and terrific entertainment. Joining us were Charley Woodward, Rick Malsed and Mike and Susan Cady — my apologies to those I missed. While at the Antler Inn we met an elderly English couple and the gentleman told us he courted his wife in a MG TC like the red one in the parking lot. He said they went to a dance on their first date and that there were three of them in the car. I asked him how on earth was he able to shift the car and he smiled and said we were all a lot thinner then! His wife told me what happy memories looking at all of these English cars brought back to them both and that it also made her sad that the English were no longer making cars.

The rainy drive back on Monday was pretty straight forward with no mishaps and not a lot of traffic. At our final stop at the Flying J, we all said our good by's and headed for home.

— Larry Farrington

Exchequer Report

As of May 23, 2005

Beginning balance
(from last report) **\$1,769.40**

Income:

Contributions	\$ 693.00
Sales	\$ 130.00
Interest income	.41
	\$ 823.41

Expenses:

March Newsletter	\$ 126.00
USPS Permit	\$ 150.00
Insurance	\$ 100.00
Polo shirts	\$ 266.39
St. Patrick's Day Fee	\$ 120.00
	\$ 762.39

Ending balance **\$1,830.42**

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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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