

British Motor Club of Utah

www.britishmotorclub.org

January 2007

Volume 19 Number 4



Ogden Union Station Museums November 18, 2006

The turn out was small but sympatico at this final club event of 2006. Rendezvous was by stealth at the Utah Capitol north parking lot -- there were so many state vehicles parked there that those who mustered didn't cluster and your leader thought he was alone!

So, the true rendezvous was outside the Union Station, where those from counties north of Salt Lake appeared in British cars and provided the nucleation point. Once inside there was plenty of elbow room, since the museums and other public spaces were pretty much empty except for volunteers installing holiday decorations and a wedding party setting up for a reception that evening.

The museums themselves were charming and informative, as always. We started

with the railroad museum, which tells the travails of building the transcontinental iron way. Local history is featured, including the challenges in building the Lucin Cutoff, a series of 4,618(!) wooden trestles across the Great Salt Lake.

Next we stopped at the Browning Firearms Museum, which features the history, craftsmanship, and technology of gunsmithing, from the early 1800's to modern day. Of particular interest is the recreation of Jonathan Browning's Iowa workshop, showing the inventive tools used for making rifles, e.g., a monstrous wooden rifling (spiral groove cutting) jig.

Final, and feature stop for us, was the Browning Automotive Collection. This

is a small but superb quality collection of American cars, featuring luxury cars of the 20's and 30's. The picture on the left shows our troop in front of a 1929 rumble seat Packard.

After touring the museums, we enjoyed lunch at Rooster's Pub on historic 25th Street near the station. All in all, it was a very enjoyable outing. Attending were John Progress, Paul Jaroch, Mitch and Diane Johnson, Marie and Kevin Cowan, Rich Reeder, and me.

--Gary Lindstrom

Annual Meeting and Potluck

The BMCU Annual Meeting and Potluck Dinner will be held 6pm Saturday February 10 at St. Paul's Episcopal Church, 261 South 900 East in Salt Lake City. This year there will be a church service in session (starting at 5pm), which we'll need to be careful not to disturb. For the same reason parking in the church lot across the street is likely to be limited, but there's plenty of on-street parking nearby, on 900 East and 300 South.

At this annual meeting we will handle organizational matters such as electing officers, reviewing and we hope approving Marty Van Nood's financial report for 2006, and planning 2007's events.

Please bring something tasty to share, as well as any photos or other souvenirs from club doings in 2006 and past years.

**At school zones
Heed instructions!
Protect
Our little
Tax deductions
-- Burma-Shave, 1948**



The founders of the BMCU at their first outing, Sundance, August 1988. Left to right are: Bill (can anyone provide his last name?), Bill Van Moorhem, Rich Holder, Pete Gerity, and Kees Versteeg.

The Beginning of the BMCU

In the summer of 1988 Salt Lake City was a very different place for British car owners than it is now. Bruce Schilling was running Partsmaster, a foreign car part shop, on State Street. British cars were simply old cars and the prices were low, at least by today's standard. Other than the few racers and diehards, British car owners were few and far between. I only knew of two other British car owners at the beginning of that summer. One was Pete Gerity, who worked at the U. with me, and the other was Kees Versteeg, who I had met somewhere. Pete had a TR-3 and several other collector cars, and was (in the most positive sense) a long time "gearhead." Kees had several MGAs and Bs. He was wheeling and dealing with them, and I couldn't keep up with exactly what he had at any one time. I had my original '73 MG Midget and had just finished up the '57 MGA Coupe.

In late June or July I began to think of trying to start an MG car club. On one of my regular trips to Partsmaster I told Bruce about my idea. He took me over to the end of his counter and showed me a note from Rich Holder who had beat me to the idea. I contacted Rich and we decided that a drive over the Alpine Loop, which neither of us had ever done,

would be a good way to begin. I told Rich that I knew of two other people that would likely be interested, Pete and Kees. We sat a date, in August, and put up a note in Partsmaster about the drive.

On the day of the drive, with rather dicey weather, one additional car with its owner turned up. So the original group consisted of Rich and Shirley Holder, Kees Versteeg and his daughter, Pete and Lillian Gerity, Julie and I, and a fellow by the name of Bill who had a black '80 Limited Edition MGB. As I remember Rich and Kees drove MGBs, Pete his TR-3 and I my Midget (the "A" had some sort of problem).

At that time Alpine was a rural community and the Alpine Store was a tiny, rather seedy, Mom and Pop operation, with farmland on the other three corners. We stopped there for gas and a pit stop, before heading over the loop. Although the store and the intersection have changed, the stop is still made, but the group won't fit in the parking lot anymore. At that time, there was no fee to drive or stop on the loop. The last time I drove the loop, the road and scenery really had not changed much, but the traffic is much



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

January 20, 2007: Millstream Auto Museum Tour, see article on p. 5.

February 10, 2007: Annual Meeting and Pot Luck Dinner, see article on p. 1.

more dense and the pickup trucks much bigger.

We stopped at the Sundance ski area for our picnic lunch, sitting on the big rocks surrounding the parking lot. Rich proposed we form an MG club but Pete, with the TR, disagreed. He felt that a British car club was more viable. Since he was the only one there with any experience with car clubs, we took his suggestion. Rich wanted to name the group British Motor Club, with the initials BMC. At that time, I believe the British Motor Corporation, BMC, owned MG and, maybe, TR. This was the original name of the group but in the first year or so we learned that British Motor Club was a popular name around the country, and "of Utah" was added to the name.

In the Sundance parking lot Pete also suggested several things that continue to define the group. His first suggestion was that we have the minimum amount of organizational structure possible for the group. He strongly felt that most car owners don't want to attend business meeting or be officers. (Pete tells an interesting story about this. Sometime after the BMCU started he received a call from a member of another Utah car club that wanted to invite him to a meeting to explain how we were "organized and structured". He told the fellow that he

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Beginning of the BMCU

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could save him a lot of time since there was no real organization, and no real structure to the BMCU, and no dues. He went on to tell him that the BMCU was a newsletter, a bunch of enthusiastic LBC crazies and that we would like to just keep it like that. There was a very long incredulous silence on the other end of the phone. Then, he said "no, really we would like you to come and explain your 'organization and stucture' to our group." Pete said that he had just explained it and that there wasn't anything more to really explain. The other fellow seemed to get it at that point.) Second, we should never have any kind of judged car show, these only make the people who don't win angry. Third, all events should involve food. The group continues to follow these basic principals as close as it can.

Rich and Shirley volunteered to publish the original newsletter for the group. From Sundance we drove on to Provo Canyon, Heber and back to SLC. Of the original group, Pete and Lillian are in New Mexico, Rich and Shirley are still in the SLC area and Julie and I are in Oregon. The three of us are still members of the BMCU. I hear stories about Kees occasionally, but he is not currently involved with British cars. The other Bill never attended any other event after the original Alpine Loop.

The next run described in the newsletter was a trip into Emigration Canyon in September 1988. The newsletter says there were eight cars driven by: Scott Gilmore, Eric Heusser, Duff Lawson, Steve Nuessle, Neal Wheeler, Rich Holder, Kees Versteeg, and myself. The BMCU was growing quickly! Other events that first year included a Poker Run, and an attempt at a Funkana. In January 1989 the first Tech Session was held. Later that year I became newsletter editor and the Lucas Calendar became part of the newsletter. In March 1990 the first set of renewal postcards were sent out, another of Pete's ideas. Eighty-seven newsletters were being sent out before this first pruning of the mailing list. In the summer of 1990, two years after the initial event, the mailing list exceeded one hundred people.

1990 was the first BMCU presence at a GoF West, in Bend, OR. The GoF West, Gathering of the (MG) Faithful, began in the '70's and is the annual gathering of owners of MG T-series, pre-war MGs, and now, any MG in the West. Two cars attended the Bend GoF West, Anne deBruin (TC Annie) with her TC, and Julie and I with the TD. We think Anne was into her 70's in '90 and drove the TC to Bend and back. She died a few years later. Since 1990 I believe the BMCU has been represented at every GoF West. These trips included two of over 1000 miles, one-way, where everyone drove.

The first Memorial Day Southern Utah Tour was in 1991 with Julie and I driving Highway 12 from Panguitch to Torrey. No one else was willing to try it, but the next year several people with their cars joined us. This began an annual event. In 1992 the first British Field Day was held, organized by Bill Davis, again beginning a series of BFDs that has grown with the sixteenth scheduled for 2007.

The BMCU has become a very successful organization. I (and both Pete and Rich, who had the opportunity to review this) feel very honored to be part of its founding and to have many very good friends among its members.

— Bill Van Moorhem



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SUNBEAM

Logos for MG, Triumph, and Sunbeam are also present.

Autojumble

Free Spitfire parts: 2 each doors from 1979 Spitfire 1500; 2 each doors from GT6; 1 each big chrome bumper with over riders from 1500 Spit (year?). Mitch Johnson, 801-547-1087.

More free Spitfire parts: See <http://forums.britishmotorclub.org/viewtopic.php?t=151> or call Mark Brada-kis, 801-364-3251.

For sale: Lime Green MG Midget 1500; 4 MGB SU carbs good shape \$75.00; BGT tail light lenses \$5.00 each; early MGB clutch and Flywheel \$50.00; 3 MG steering wheels, 1 is a custom wheel w/ mg center cap \$25.00 each; 1500 SU intake manifold, and exhaust manifold \$75.00; 2 MGB SU manifolds \$50 each; MGB lever arm shocks \$25 each; MGB exhaust manifold. \$25; 1500 Spitfire midget Stromberg carb and manifold, great running shape, with filter \$50.00; MGB GT Weber carb, manifold, and KN \$150.00; early MGB starter \$25. Lane Farka 801-390-9757, mightymg@hotmail.com

1973 MGB Owned since 1974. Body work done, no rust, partially in primer (originally red), one dent from a tree branch, broken windscreen. Engine tired but runs. Interior black, racked dash. Asking \$1,500. David Pendell, 801-ART-1706, davidann@uofu.net.

1978 MGB Roadster: Red, black Interior, 93,000 miles. Hard top and soft top in great condition. Well maintained and have service records New brakes and shocks. Newer stereo with CD player. Wood steering wheel. Custom nose protector. Tracy Zeller, 636 East 650 North, Centerville UT 84014, home 801-992-3149, cell 812-209-9401.

1960 Morris Minor: 2 door Saloon 95% complete but is a project. Has running 948 engine. Rebuilt smooth case transmission with less than 500 miles on it. Has minor corrosion issues but this vehicle is not a rust bucket. Most everything is there and would be a relatively easy restoration. \$1,500 or best offer. Contact Bill at 860 6975.



TRUMPHEST 2006

The trip seemed promising -- after all, the first bolt didn't fall off until we were completely out of the neighborhood. And, even though we left one half hour later than planned, as Mitch needed to get Diane (God love this woman) jerry-rigged into the Spitfire due to her recent shoulder surgery. And, as you continue to read, you will undoubtedly come to the conclusion that we all did: she is an absolute saint.

Boys and their toys. After three different "mechanical" stops along I-15 between Salt Lake and Fillmore, one of which involved a toothpick from Diane's purse, she and I started to get the hang of it.

"Good job, dear...way to figure that out without a crow bar."
"Wow, honey! I love the way you handle those...'whatevers.'"

"Hey Mitch, can you just make it go?"

And yes indeed he did...right over his cell phone, which he had dropped out of the car seconds before. Lucky for that cute couple, though...it only took Mitch forty miles before he

realized it was gone. Michael and I waited in the beautiful lobby of Whiskey Pete's casino and hotel in Vegas. Yeah, I need to have a word with that Pete guy.

The Triumph gods were with us, as Mitch found his phone in the parking lot where it had fallen, and it still worked! Now he even had the added feature of colorful, swirly lines running through it. Mitch was groovin' to his pretty new lava lamp when they walked into the hotel.

Like I said, this was not the Bellagio, where I had hoped to catch a Monet exhibit. We decided to live on the edge instead...with Pete. But all was not lost. Who knew that if you stared at a slot machine for long enough it could take on certain "Impressionistic" qualities?

Saint Diane gingerly, but nobly, got back into the Spitfire next morning for the killer ride into Santa Barbara. Keep poppin' those pills, Darlin'! (She wasn't, but I surely would have been).

Finally, Santa Barbara, and the Mar-

riott (thank God). The boys were in hog heaven...a parking lot jam-packed with hot wom...cars. On second thought, it might just as well have been women, as the guys were out there all day "checking out" engines, and what turns them on, bodywork, and invisible bras—Mitch has one.

Friday morning, we went on a tour of the Santa Barbara hills. Beautiful. The weather was sunny and warm.

Yes, Triumphest. Great cars, great food. Could it get any better? Apparently, yes. We were lucky enough to go on a tour of Moss Motors. Diane was...well, should have been at some thousand-dollar day spa, and I was set to begin Stephen Crane's Red Badge of Courage at the pool when "Car Boys" showed up with some song and dance about going on a tour of some warehouse called Moss Motors. Moss Motors is the car candy store. Men's Mecca. Remember Willy Wonka's Chocolate Factory? Kids taking out other kids just to get a glimpse inside that mystifying, magnificent chocolate paradise? This was even better. Our guys could barely breathe. I was doubtful from the look of the place, but Mitch assured me there would be things I could buy inside....shirts and shoes, I think he said.

On the way, we went on a tour of the Santa Barbara hills. Beautiful. The weather was sunny and warm....perfect for our little convertibles. These California hills were made for our cars---twists and turns galore. And, Michael Douglas' digs for the gals (we're not sure which one was his, but we know we were close). Michael and Mary were lucky enough to travel in style with Dolby Stereo surround sound provided by Jim somebody, behind us in a baby blue TR3. He had an awesome bandana on, and we could choose from the blasting Bee Gees, or Queen—"Mama Mia let me go..." Jim's singing at the top of his lungs and drumming on the steering wheel was awesome, too.

Uh huh. The inside of that joint was something. Or something else. The décor was underwhelming at best. Color scheme in the brown tones. Cardboard box brown tones. Floor was plywood

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Millstream Auto Museum January 20, 2007

Folks, we have an opportunity to visit/view a very unique and well hidden car collection. Jack Smith of Ogden has invited us to visit his collection January 20th. The club visited this fine personal museum back in 2001, and everyone was very impressed.

The address is 1450 Washington Blvd. (behind the Millstream Motel) in Ogden. We will meet there at 11:00AM -- bring warm clothing as the warehouse is not currently being heated due to preparations to move the collection to Willard.

Jack has a great mixture of automotive memorabilia including examples of Nash Taxis, BMW Isettas and a Triumph powered Amphicar, to name a few.

After the drooling session, we can head over to [Roosters Brew Pub](#) on Ogden's historic 25th Street and have a bite to eat.
-- Mitch Johnson

Trimphest 2006

— cont'd from p. 4

brown. Shelves with millions of boxes full of every kind of gizmo you'd ever need for your Triumph. And older than spit. I figure they call it Moss Motors because everything in there is so old it's growing moss.

I kept looking for shoes. No luck. Many shoe boxes, but no sling backs, pumps or stilettos. No clothes either. Except for tent-sized shirts with Mini Coopers emblazoned on the fronts.

Darn you, Mitch!

Solvang. Finally, Diane and I found our own little paradise. The quaint "little Denmark" just outside of Buellton was filled with dozens of little boutiques all tucked beneath thatched roofs. The quiet little city made for some lovely evening strolls, delectable dinners and positively posh Danish pastries.

Saturday morning broke, crisp and bright. This was the highlight of the trip.

The boys---all of them---had been up since sunrise getting their girls ready. Who would be crowned Miss Triumph? The runway was ready. Each contestant was preened, polished and poised to flaunt her stuff before the judges using the 3-foot rule. This was a clear advantage for all of the cars... given the fact that they all had enhancements, facelifts, and tummy tucks. Some needed nose jobs...like the TR7s.

Our boys' cars made the final cut, winning gold medals.

Now---the truth about why one should not mix sports cars with men and too much testosterone. The car rally!

Picture the running of the Bulls. With lots of red cars. Don't ever think, for even a second, that "competition" is not screaming through ever man's veins as hot and red as Tabasco. The rally is timed, covers sixty miles, and each team must find answers to questions from clues found on the course. Man, was this a treat. Like Maverick in "Top Gun," Michael turned me into "Goose," the navigator. "Talk to me, Goose," he yells at me as he flies around a turn. "Do you see any MIGS???" "I mean, clues?"

Below: Christmas in Pinebrook.



Yeah. He forgets he's talking to a woman who gets lost in Crossroads Mall. Whatever. We spent a lot of time driving in reverse..."did we miss it?" We also spent a lot of time going up and down one street looking for a clue, with every other Triumph in the rally---twenty of us.

It all ended. We were eliminated from the race, as we were over our time limit. Michael assures me we lost because I made him go back three miles to find a clue on a wooden cross that wasn't there.

Homebound. We didn't want to leave the beautiful, temperate climate, sunshine and year-round driving.

Congrats should go out to Mitch and Diane, who adopted a darling pair of ceramic gnomes on the way home from a sketchy, red-neck road side souvenir stand named Charlie Brown's.

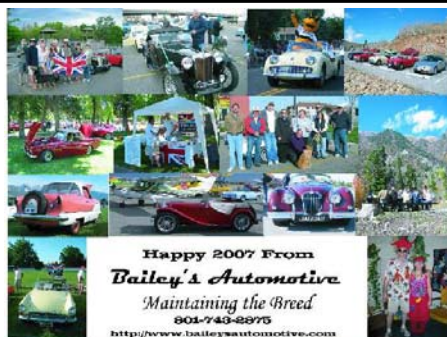
The trip was priceless. We drove our tails off (2,000 miles), laughed our heads off (2,000 miles), took in wondrous scenery for 2,000 miles, minus Barstow, and made memories to last a lifetime.

I never finished The Red Badge of Courage. I don't need to---I watched Diane carry it around in a sling for a week.
-- Mary Scoggins

British Motor Club of Utah

915 Third Avenue
Salt Lake City, Ut 84103-3916

A Chapter of the North American MGB Register
A Zone of the Vintage Triumph Register



Got Your Calendar?

The December newsletter was a color calendar showing highlights of our 2006 events. If you didn't receive yours, contact Gary Lindstrom and he'll shoot one out to you quicker than a Lucas flasher.

Exchequer Report

As of December 22, 2006

Balance last report	\$1,949.58
Income	
Member contributions	975.00
Ad sales	400.00
Interest	.93
	<hr/>
	1,375.93
Expenses	
Newsletter	430.88
Web site	150.00
St. Paul's Church	50.00
	<hr/>
	630.88
Current balance	\$2,694.63

Board of Governors:

Governor General: Mitch Johnson, 801-547-1087
spitfiresrule@comcast.net
Chancellor of the Exchequer: Marty Van Nood
801-467-0525, vannood@intergate.com
Newsletter Editor: Gary Lindstrom, 801-532-1259
gary@cs.utah.edu
Membership director: Bruce Schilling, 801-486-0425, partsmaster66@msn.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 Gary Lindstrom, 915 Third Ave., Salt Lake City, Utah 84103-3916, or to Gary's email address shown above. Check us out on the web!

www.britishmotorclub.org