

British Motor Club of Utah

www.britishmotorclub.org

May 2008

Volume 20 Number 8



Once Around the Lake Spring Run April 12

It began as a good idea, run up Ogden Canyon, lunch at The Oaks and drive around Pineview Reservoir. The day prior I get a call from The Oaks saying the road would be closed for the day for repairs and they wouldn't even be open. Horrors. So OK, a little hitch in the route went out via e:mail and it worked. It actually WORKED.

Gary brought the Capitol group up to Kaysville to meet the Checker Auto group. Together we all motored north on 89 then east on 84 to Mountain Green. From there it was a blast up an over Trappers Loop. I was in the lead vehicle with Michael Scoggins with Larry and Margaret Farrington in hot pursuit. Thankfully elder Smokey was taking a coffee break at the time. Regroup at the bottom of the hill then onto Huntsville, down to the lake then back into the town. Huntsville goes to sleep in the winter time and the Yukon Grill is closed and up for sale.

makes phone contact and somehow we got separated and Mitch is at our destination drive in. So it's up and over the North Ogden Divide, a steep and dramatic road and on to Kirk's Drive In, a 50's gem in North Ogden. Great eats and gentle, unhurried camaraderie. This is the hallmark of our motor club, driving our cars with one another and making new friends.

Batting about the Ogden Valley were Gary Lindstrom (MG-TD), Steven Nelson (MGA), Clayton & Sharon Merchant (MGA), John Progress (MGA coupe), Chris Jones (MGB), Jim Stover (TR6), Larry & Margaret Farrington (TR6), Jon Zaremba (MGB), Jon Perry (Spitfire), Bob & Dixie Jahnke (Austin Healey), Duncan Edwards (Volvo ES), Mitch & friend (Spitfire) and me and Michael Scoggins (TR6). Quite a turn out for this early season run. Next year we'll do it backwards around the lake for a different scene. Whoo Hoo.

Hmm, now where is Mitch? Clayton

-- Paul Jaroch



**Pull off
The road
To change a flat
Protect your life --
No spare for that!
-- Burma-Shave, 1949**

BMCU Night At The Living Traditions Festival Saturday May 17

It is once again time for the annual three day [Living Traditions Festival](#) at the City and County Building in the heart of Salt Lake City.

Various members of the BMCU have been attending this event for a number of years and the tradition continues on May 17th.

Pugs and Diane Piviroto will once again be the unofficial hosts of the Saturday night activities. The festival is free and parking is available across the street at 400 South and State Street for a nominal fee or you can usually find a parking spot on the street in the adjacent neighborhoods.

Ethnic food from around the globe can be purchased at the festival as well as liquid refreshments.



The line up for this year has not yet been announced, or at least not yet posted on the internet as of the date of this article. However, the Saturday night band is usually great entertainment and has historically performed on the North stage.

The Piv's will be hanging out in the refreshment garden on the north end of the grounds. Hope to see you there.

-- Pugs and Diane Piviroto

Reminder: Memorial Day Run to Jackson, WY

Here we come, again! Motel reservations at the 49'er Motel were due on April 30, but if you work fast you might still get squeezed in. Call 307-733-7550 to reserve one of 15 rooms being held for the "British car club" through April 30.

It may help to mention the Confirmation #438354 if the motel desk does not know what you're talking about. The room rate this year will be \$115.00 a night (less the AARP discount where applicable) for the nights of May 24 and 25.

Saturday morning May 24 by 8:00 AM, be in the easternmost Hogle Zoo parking lot at the mouth of Emigration Canyon east of downtown Salt Lake City up Sunnyside Avenue. Be prepared to exchange cell phone numbers and receive maps.

We will leave the zoo in two groups. Those who may wish to go faster will be allowed a full 30-second lead up Emigra-

tion Canyon. Turning left on Hwy 65 will take us through East Canyon and Morgan to Mountain Green. We will proceed over the hill past Snow Basin to Huntsville probably for lunch. From there through Monte Christo on Hwy 39 to Woodruff and north on Hwy 16 to Hwy 30 through Laketown to Garden City.

We will leave Garden City on Hwy 89 and go past Big Bear Lake through Montpelier and on to Jackson to the 49'er Motel located about four blocks from the center of town at 330 West Pearl. After we have checked in, dinner Saturday night can be at Bubba's Bar BQ Restaurant for those who care to.

Sunday is open to do as you please. Jackson should have plenty going on even if it is raining or snowing some. One hundred twenty miles each way will take those who wish to from Jack-

son to the Upper, Midway, and Lower Geyser Basins north of Old Faithful in the Firehole Lake Drive - Great Fountain Geyser and Fountain Paint Pot Area of Yellowstone. Craig Pass is 8,262 feet.

The South Entrance to Yellowstone is 6,886 feet. Some short hikes get you to the various sights to see. It costs \$10.00 or more nowadays per car to enter the park systems for the weekend.

Monday at a time to be determined, we will return the way we came, weather permitting. Warm clothes, rain gear and good wiper blades are recommended.

If you have questions concerning the tour, Jon Hermance at 801-583-5846, jonathan_hermance@atk.com or Bob Jahnke at 801-541-8218, bobjahnke@aol.com will try to answer them.

Antelope Island Run Saturday, May 3

The annual Antelope Island Run is coming up quickly. The date is Saturday May 3rd. I volunteered to lead the run but because of other duties that I have to attend to I will be unable to attend. Never mind, someone will lead the troops to the grazing grounds of buffalo and antelope.



Those from the south should meet behind the capital at 9:30 for a 10:00 departure. The route we took last year was well received and I would recommend it again.

Head up Beck street and instead of getting on the freeway heading north, take Hwy 89 through Bountiful and up into Farmington, then take Hwy 107 or Main street north past Lagoon up to Kaysville staying on Main Street, then up to Layton to Antelope Drive where you will turn West on Antelope Dr by the Kmart and meet at the first small stripe mall west of Main on the North side of the street. It is about 20 miles up and will take about 45 minutes.

For those in parts north the rendezvous will be at said strip mall at about 10:30 for an expected departure of 11:00. You will then take Antelope Dr. out to the

entrance gate. Last year it was \$9.00 per car but it might have gone up.

Proceed across the cause way and do a tour of the island ending up at the old ranch on the east part of the island where you can have lunch. So bring your munchies and drinks.

It's a fun run. Bring warm clothes as the weather can change in a moments notice. Wish I could be there, maybe next year.

— Michael Scoggins, Membership Director

Autojumble

For sale: 1961 Lotus Seven. Project car in process of restoration. Health issues force sale. Interested in offers above \$10,000, \$17,000 spent on car, new parts, and work to this point. Contact me for pictures wsimports@hotmail.com or call me to see car in Salt Lake. Will, 801-531-0238.

For sale: 1974 MGB roadster, demask red, which is comparable to burgandy.

Great condition, both mechanically and body wise. Runs amazingly well. The engine has mostly stock parts, new carburetor parts, new fuel pump, starter, distributor, master/slave

cylinder for the clutch, new clutch and throw out bearing, and other parts. The interior is in GREAT shape. All the gauges work well, and the console is fitted with a new MP3/CD player with new speakers in the door. The buyer of the car will also receive all the parts that are on the garage shelf. This includes original Lucas headlamps in new condition, a rebuilt starter, rebuilt master clutch cylinder, original block bumper pieces, and other parts. If you have any questions please don't hesitate to contact me at rossbeecheer@msn.com or call me at 801-771-2418.

For sale: 1979 MGB Roaster convertible. Excellent condition. White with black top. Unique engine, O series prototype. Factory overhead cam. Rostyle wheels. low miles, original paperwork, British Heritage (certified) \$13,000. Can be seen at British Field Day. J. Hansen 801-401-8386 or puphead@comcast.net.

For sale: 52 MGTD. Beautifully solid Montana car; mechanically excellent. Runs and drives great. Has a very nice soft top and side curtains. Sacrificing at \$11,250. For further info call Troy at 801-364-2572.

For sale: 1969 TR-6. Factory wire wheels, overdrive. This is a good one. \$12,000 o.b.o. Contact; Dan Forster, Hm. 966-6463 Wk. 715-2410.

For sale: TR2 "small mouth" front clip. Has some surface rust, no dings, headlight inner rims, and crank socket. TR3 standard transmission. Not seized, but condition otherwise unknown (no overdrive). TR2-3 radiator, no obvious leaks, looks OK. Pierced for crank. Pictures on BMCU For Sale web page. Don Latham, email djl<at>montana.com or call 406-626-4304.

For sale: 1969 TR-6. Factory wire wheels, overdrive. This is a good one. \$12000 o.b.o. Contact; Dan Forster, Hm. 966-6463 Wk. 715-2410.

For sale: Two TR-6's. Please call Seymour Isaacs 435-649-9709 or 435-640-5957. (1) TR-6 1975, completely restored, custom red paint, upgraded suspension, matching custom build trailer, 5 speed, 85,873 miles. (2) TR-6

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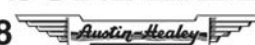
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SAIC Plans UK Comeback For MG TF Roadster

By John Reed in Beijing
Financial Times, April 21 2008

Shanghai Automotive (SAIC), China's largest locally-owned carmaker, is to resume production of the iconic MG TF roadster at its UK plant in July, according to its president. (*Ed. note: this is the rebadged modern MG F, not the MG TF we love from 1954-55.*)

With plans to resume MG production at its plant in Longbridge, the carmaker is also to consider exporting its own-brand, Chinese-made Roewe cars to Europe, Chen Hong told the Financial Times on Sunday.

In the wake of Tata Motors' recent purchase of Jaguar and Land Rover, the TF's relaunch is being followed by the industry as a test case for an Asian manufacturer's skill in managing a well-known European premium car brand.

SAIC, which merged with its smaller regional rival Nanjing Automobile (NAC) last year, intends to resume production of the TF at the end of this month in China, three months before its planned production date in the UK.

"We will try to launch production at the end of July and bring the car to market at the end of August," Mr. Chen said.

MG has 55 dealers in the UK, and also plans to sell its roadster in Europe.

NAC bought the MG brand and its production assets in 2005, and shipped most of the plant to Nanjing. SAIC acquired the rights for some of the carmaker's models, which it renamed Roewe.

SAIC, which has joint ventures with General Motors and Volkswagen—China's two largest foreign carmakers—wants to build up its own brand to cash in on China's booming car market. Mr Chen said a possible launch of export sales into eastern and western Europe was being considered.

In a country in which carmakers are establishing themselves and fighting foreign brands for market share, SAIC touts its British ties.



Its stand this week at the Auto China show in Beijing was adorned with images of Tower Bridge, William Shakespeare, a red telephone booth and a teapot with a cup of

tea.

The TF model has a large fan base in Europe and the US, but has been off the market for three years in an industry characterised by rapid product improvements. Mr. Chen said its pricing would be "competitive".

SAIC delayed the TF relaunch because of the merger as well as concerns about ensuring its quality. "The manufacturing consistency is stable, and we're very comfortable with the quality," Mr. Chen said.

Supplier company Stadco, which had been expected to provide body panels for the TF, withdrew from a supply deal. The brand will now source them from China, Mr Chen said.

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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 year's complete schedule and latest information.

www.britishmotorclub.org/lucas.html

May 3: Antelope Island Run, Michael Scoggins, 801-295-1732. See article on p. 3.

May 17: Living Traditions Festival, Pugs Piviroto, 801-486-0547. See article on p. 2.

May 24-26: Memorial Day Run to Jackson, WY, Bob Jahnke, 801-583-3021 and Jon Hermance, 801-583-5846. See article on p. 2.

June 14: Scottish Highland Games, Thanksgiving Point, Mitch Johnson, 801-547-1087.

June 21: British Field Day, Liberty Park, Bill Davis, 801-484-2858.

June 26-29: 50 Years of Spridgets, Lake of the Ozarks, MO, Jack Laird, jlaird237@cox.net.

June 28: [Checker Auto BMCU Gathering, Roy](#), Mitch Johnson, 801-547-1087.

July 6-10: [Gathering of the Faithful West](#), Monterey Bay, CA, Mike Campbell, 619-425-0600.

July 13 (Sunday): Trappers Loop Run, Clayton Merchant, 801-451-5899.

July 28—Aug. 2: Jaguar Clubs of North America Western States Meeting, Grand Junction, CO, Steve Kennedy, 303-489-3955.

— cont'd on p. 5

100 Most Beautiful Cars

As Chosen by Readers of The Daily Telegraph UK

March 14, 2008

(Editor's note: This concludes the article begun in the April issue.)

Jon Hermance kindly offered this interesting item. We show here the British winners. For the full story and photos of each car, follow <http://www.telegraph.co.uk/motoring/main.jhtml?xml=/motoring/2008/03/14/mfcars4.xml>

53. Alvis TD/E/F 21: Alvis - an opulent name from the days when all footballers were called Alf or Bert and travelled to matches on the bus.

50. MGA: A radical departure from the preceding TF. MG sold more than 100,000 A's, but fewer than 6,000 of them were destined for its home market.

47. Jaguar XJ-S: Looked as though the design team ran out of ideas aft of the C-pillar, but still possesses a certain charm. Works particularly well as a cabriolet.

45. Bentley R-type Continental: The first car to carry Bentley's now-famous Continental label, in the 1950s.

44. Austin Healey 100: Named because it had genuine 100mph capability that was rare by the standards of 1953 (note the AH 3000 was so-called because of its engine size).

43. Aston Martin DB7: A mass-production car, by Aston Martin standards, though 7,000 units are unlikely to cause lost sleep at Toyota.

34. Bentley Continental S2/S3: Proof that the biggest cars are also, sometimes, among the most elegant.

31. Morgan Plus 4/Plus 8: Launched, like the MG T, in 1936, its shape survives - in essence - to this day.

30. MG T-series: Basic, cheerful sports tourer. Launched in 1936 and remained in service (in five iterations - TA, TB, TC, TD and TF) until the MGA arrived

in 1955.

29. Lotus Elite: The elegant, lightweight two-seater unveiled in 1957 rather than its slightly bulbous 1970s namesake.

28. Jensen Interceptor: Distinctive tourer with large, wraparound glass hatch. In some ways, Jensen was years ahead of Audi - FF versions of the Interceptor had four-wheel drive in 1967.

27. Jaguar XJ6: In 1968, nothing else said "company director" quite so eloquently.

17. Austin Healey 3000: Further proof of the style and substance with which the British car industry was once infused.

16. AC Cobra: Its purposefully muscular features have been replicated by countless kit-car manufacturers. There is a good reason for this.

12. Jaguar Mk2: Favoured by crims when up against the late John Thaw as The Sweeney's Jack Regan. Favoured by Thaw when he morphed into Morse. Unmistakably lovely.

11. Jaguar D-type/XK-SS: Three-times a Le Mans winner in the 1950s. Jaguar had built only 16 examples of the road-going XK-SS version when the moulds were destroyed in a factory fire.

9. Lotus Esprit: Forget the patchwork switchgear, poached from Triumph, Hillman and elsewhere. Savour the shape and the chassis... then keep your fingers crossed that nothing breaks.

8. Aston Martin DB9: Many cars at the top of this list look contemporary. Uniquely, this one actually is.

7. Aston Martin DB4 GT Zagato: A lighter, curvier version of its progenitor, with a (claimed) extra 74bhp. You

might pick up a nice DB4 for GBP 80,000 today (\$160,000). In the 1990s, one Zagato went for GBP 1.54m (\$2.07m).

3. Jaguar XK120/140/150: Lumped together because they look the same—and this list is all about aesthetics, not power output or fractional adjustments to front and rear track. Optimism made metal in immediate postwar Britain.

1. Jaguar E-type: Received almost four times as many votes as any other car. Also name-checked by quite a few who didn't choose it, as in: "I would have picked the E-type but the narrow track ruins its proportions." A minority view, it seems.

Lucas Calendar

— *cont'd from p. 4.*

Aug. 4--8: North American Triumph Challenge, Ypsilanti, MI, Patrick Barber, 313-383-4041.

Aug. 16: Alpine Loop Run and Raffle.

Aug. 15-17: Eden Valley Balloon Fest.

Aug. 23: Senior Citizens Concours, Thanksgiving Point.

Sept. 1: Miners Day Parade, Park City, Floyd Inman, 435-654-7086.

Sept. 13: Historic Races, Miller Motorsports Park (hosted by Wasatch Mountain. Jaguar Register). Glen Hawkins, 801-253-9878.

Sept. 20: State Street Cruise and Dairy Queen Fest, Paul Jaroch 801-389-8940 and Paul Chou.

Sept. 28 (Sunday): Fall Colour Tour to Wolf Creek Pass, Gary Lindstrom, 801-532-1259.

Oct. 2-5: Triumphest 2008, South Lake Tahoe, CA, Mitch Johnson, 801-547-1087.

Oct. 25: End of Season Dinner, MacCool's, Layton, UT, Mitch & Diane Johnson, 801-547-1087.

British Motor Club of Utah

1448 North 100 West
Bountiful, UT 84010-5977

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



This Month's Featured Car

Richard Goodman's 1980 TR7.

Autojumble, cont'd from p. 3

1974 dark green, 17,077 miles. Photos available on BMCU web site *For Sale* page.

For sale: '57 MGA. Ran when parked. Always garaged. One rusty rocker panel and one rusty fender. A little front end damage. Bumper & grill missing. Car located in Nampa, ID. Make offer. Wilton Freeman, at 208-466-7977(H) or 208-880-0845(C).

Wanted: TR-3 or MGA 15 inch wheels (stamped metal / disk) plain 4 lug nut type. Almost any condition even lightly rusted. Call or E-mail 298-8924 beachbum-barry@msn.com.

Wanted: Gas cap for a TR-6 or GT-6. Roger Gisseman, RGisseman@slco.org.

Wanted: Distributor for a late model Midget with Spitfire engine. Dean Anderson, 801-966-6520.

For sale: I've finally got around to finishing out some spring cleaning and have all of my TR7 parts collected. You can see the on <http://unabled.com/tr7/>. I don't have a price set on any of them - just have a look-see, email me

with any questions, and make a reasonable offer. They're all in Farmington if you want to come by and inspect anything - just let me know and I'll give you my address. I work on 33rd South and 7th East if that's more convenient to you - let me know what you want me to bring in to inspect. Jeff hegg@unabled.com.

1966 MG: 100% ORIGINAL chrome bumper Model MGB. No rust. Dark Garnet in color, tan top, red interior. Almost fully restored new carpet and top. Needs work on carburetors. New items: convertible top, king pins, rear end, tires, oil pump, carburetors rebuilt but seals dried out, major tune items, seat/upholstery (autumn leaf color), battery, shock absorber, brakes, front wheels (real wire spoke knock off). All front end bushings-upgraded poly. If interested called 643-9206.

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.

Exchequer Report

April 25, 2008

Beginning balance
(from last report) \$4,004.78

Income

Contributions 130.00
Interest .65

130.65

Expenses

Heber City reservation 25.00
Heber City permit 35.00
Plates & flatware 47.96
Newsletter 3/08 41.59
Newsletter 4/08 47.79
Insurance VTR 50.00

242.34

Ending balance \$3,893.09

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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 Michael and Mary Scoggins, 1448 North 100 West, Bountiful, Utah 84010-5977, or to their email address shown above. Check us out on the web!

www.britishmotorclub.org