

British Motor Club of Utah

www.britishmotorclub.org

October 2008

Volume 21 Number 1



John and Barbara Progress' MGA en route — photo by Roger and Jamie Dotson

Fall Colour Tour To Wolfs Creek Pass

Well, frost on the punkin's and carburetors was predicted for this final driving event of the season, but instead the weather was more like July with temperatures at the Hogle Zoo rendezvous point near the 70's, and sunny skies with high clouds but predictions of "showers at higher altitudes".

The fine weather helped muster a great turn out, with 15 British vehicles departing from Hogle Zoo, and several more awaiting us in Summit County. The colour display was immediately evident, with a terrific show in Emigration Canyon as we headed toward the secondary rendezvous at the Sinclair station north of I-80 at Silver Creek Junction. Among those joining us there was local guide Drew Frink, who recommended a short detour from the published route, to follow the Provo River Road from Francis to Woodland. Drew led the way on his Triumph motorcycle (hence "vehicles" above rather than "cars" above).

The route on SR-35 to lunch at the Wolf Creek Campground near the 9,486 ft. summit in the Uintah National Forest was indeed spectacular -- one participant commented that it was the most impressive fall colour show on BMCU tours in recent years. At the campground we discovered the group picnic area was blocked by a locked gate, but our intrepid group picnicked anyway, even though parking was a bit jumbled in the staging area out front. (Hey, at least we saved the fee.)

While eating, the many weather systems in view coalesced into some ominous clouds in the east, moving toward us with despatch (British spelling). For this reason the lunch was a bit less leisurely than customary, and by the time we resumed our tour light rain was falling. Making the descent more exciting were several large flocks of sheep and gaggles of goats (is that the right collective noun?), and even a meandering horse. Cattle were also advertised,

but failed to report for duty.

By the time we reached Tabiona, sunny skies had returned. We then took the SR-208 cutoff to US-40 toward Fruitland, which turns out to be a delightful sports car road, with very little traffic, and its own colour features.

Once on US-40 (which was blessedly light of 18-wheeler traffic) we cruised past Strawberry Reservoir toward Heber City, though another patch of rain added to the spice. As expected, folks peeled off at various points along the way to head to their respective homes, with the surviving cohort stopping at the Heber City Smith's store for farewells and a final potty break.

The total distance our TR3 covered was more like 200 miles than the advertised 165, but every one was pure pleasure.

Participants included John and Barbara Progress, Chris Jones, Roger and Jamie Dotson, Richard Weyland and Linda Lee, Phil Bates, Brett Finley, Tony Walker, Don and Jan Schroeder, Roger and Jill Davis, Rob and Mary Foye, Wade and Alice Ashby, Larry Farrington, Terry and Lien Rees, Keri and Melanie Bruce, Kevin and Marie Cowan, Kent and Janet Topham, Karm and Karen Bradakis, Jay B. Williams, Drew Frink, Rob and Nan Green, and your obedient scribe,

--Gary Lindstrom

**The place to pass
On curves
You know
Is only at
A beauty show
-- Burma-Shave, 1950**



respectful distance.

BMCU member Bill Rhinehart was among the competitors, driving a friend's Volvo 122 that has been racing since it was born in the 1960's as a factory prepared rallye car.

Bill's own fearsome Mini that annually rips up the British Field Day autocross course (and spectator ears) each year was also in the paddock, though Bill admitted that the Mini was disadvantaged for "lack of legs" on the full 4.5 mile "outer" course was being used for this event.

Many thanks to the Hawkinses and WMJR for arranging this treat.

--Gary Lindstrom

Heros of Speed Historic Races Miller Motorsports Park September 13, 2008

The Wasatch Mountain Jaguar Register, which is the regional chapter of the Jaguar Clubs of North America, held their annual JCNA sanctioned concours at Miller Motorsports Park on Saturday, September 13. The date was chosen to coincide with the qualifying day of the Heros of Speed Historic Races, the finals being on Sunday.

The Expo lawn next to the museum was reserved the concours, and BMCU members in attendance were invited to park their Britmobiles in a section next to the

Jaguars on display. Glen and Joy Hawkins of the WMJR arranged for free admission of members of either organization -- or both, in our case.

The weather was delightful, and even the notorious windy conditions that can plague MMP were in abeyance. A grandstand view of the entrance to the course's main straightaway was convenient to the Expo lawn, and attendees meandered back and forth, as well as to the garage and pit areas, which as always were open to casual observers at a



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

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. See story on p. 3.

Nov. (TBD): Tech session.

Dec. (TBD): Holiday Get Together.

Jan. 2009 (TBD): Tech session.

Feb. 2009 (TBD): Annual Meeting and Potluck Dinner.

Shop Online at www.VictoriaBritish.com or Request Your FREE Catalog Today!

Choose From These Parts and Accessories Catalogs:

- Austin Healey
- MGA
- MGB & MGC
- AH Sprite & MG Midget
- Sunbeam Alpine & Tiger
- TR2 TR3 TR4 TR4A TR250
- TR6
- TR7 & TR8
- Spitfire & GT6

Order Toll Free
7 Days A Week

1-800-255-0088

SUNBEAM



Shop Online ... Fast, Simple & Safe

www.VictoriaBritish.com

Orders • Catalog Requests • Status

24
Hours
A Day

7
Days
A Week

End of Season Dinner MacCool's Public House in Layton Saturday October 25

Folks,

Here's to another great year for the BMCU! As we now prepare to nestle in for the winter, it's time to get together have a nice dinner and raise a glass for good times to come.

The place: MacCool's Public House in Layton. I've arranged for a large area to be reserved for the BMCU to gather and enjoy. This MacCool's is larger than the one on Foothill Dr. in Salt Lake City and has lots of park-

ing! Please come out and enjoy!

- *Date:* Saturday, October 25th.
- *Time:* 6:00 PM
- *Place:* MacCool's Public House, 855 West Heritage Park Blvd #3, Layton, Utah, phone 801-728-9111 (across from the Hilton Gardens Hotel)

--[Mitch Johnson](mailto:Mitch.Johnson@slco.org), 801-547-1087

Autojumble

For sale: 1974 MG Midget. Excellent paint and body. Good interior. It's been sitting in my garage for 3 years, the clutch and brakes no longer work, so buyer will have to tow it home. It's got an old Nissan engine in it (not sure which engine, specifically). Asking \$2000.00. Call Clayton with any questions: (801) 635-8024.

For sale: 1981 Triumph TR8 all or parts. 1 of 405 made in the last year of production. June '81 build date. Was Silver with blue interior, 89k miles, A/C car, had an interior fire and there is not much left from the windshield back. Clean title, So you can restore, or buy for donor, or buy a TR7 donor for it, or if I get one or two bites, I may part out. Would make a great car for MG-V8 or TR7-V8 project. Good front factory V8 suspension, good late '81 TR8 factory fuel injected 3.5 litre V8, complete factory underhood V8 fuel injection manifold, and underhood harness, V8 a/c radiator, a/c condensor, factory V8 twin a/c cooling fans, V8 power steering rack and pump and lines, V8 rear end, V8 5

speed trans, etc. Nothing inside...harnesses, dash or interior. Does not roll very well, needs you to bring two tires, I will help load. \$1200.00 complete or email for parts needs. Johnny, njjill@uswest.net

Wanted: MG TD in Utah -- driveable and in good-to-excellent condition. Please contact Doug at 801.949.3915 email at dbwjvw@gmail.com.

For sale: 1977 MG Midget in Moab. \$8,000 obo. Rob Perry, 435-259-8942.

For sale: 1964 Triumph TR4A. Re-built motor, original steering wheel, wire wheels. Exterior in average shape. Interior in poor condition. \$2995. Contact Dave at fj4d@yahoo.com or at 801-310-8437. Located in Orem, UT. Pictures available on request.

For sale: Nice little '71 Midget ready to roll. Serial # GAN5UB94132G. 54,889 miles. Good top, boot, tires, paint and AM/FM Cass. Nice black interior and a new tonneau cover. Other sportscars also available. Too many cars... must sell one or more to make space for another project. Call for info. Don 801-942-5259.

Wanted: For a 1500 Midget: (1) Rostyle Wheels (I need 3) (2) Headers - maybe 1500 Spitfire will fit (3) Down draft or side draft Weber and intake. Roger Gis-se-man, 801.598.7922 or rgisse-man@slco.org

For sale: 1977 and 78 complete MG midgets with a ton of extra parts. Neither are running but at least 95% complete. \$2,000.00 OBO. Email to bhowden@arizonatile.com or leave message at 801-634-8687 and I will return your call.

For sale: 1973 Triumph Spitfire; new alternator carb and tires. I was going to restore it but don't have the time to. It runs and is registered I drive it around a little bit right now. Am asking \$2,000 but am flexible. Its a fun car as most of you know. You can call me at 801-309-9855 or e-mail to ro-meopopa_delta@yahoo.com. I am in Ogden.

For sale: 1980 TR7 Roadster. Engine runs, but needs attention. Electronic ignition is good, ½ is new. Electric fuel pump is new. Tires are at 50%, 22k miles on them. Body is in fair condition. The interior is in good condition. All of the wiring works but it needs attention. The top is in good condition. The clutch and pressure plate have 9k miles on them. Manual choke. The odometer reads 52,000, but it is probably not accurate. I can deliver it if desired. Make me an offer. Greg Fisher, gwfin-woyo@hotmail.com, 307.389.0832.

Wanted: Starter in operating condition for an Austin-Healey 3000 BT7. Bob Jahnke, 583-3021, bobjahnke@aol.com.

For sale: 1991 Lotus Elan. We both love the car, but our first baby is due in January and while we can still drive it through the rest of summer we fear that fall/winter won't be the best time to sell a convertible. The car has a new clutch, fixed/upgraded exhaust system (so it's not totally original). It has a big trunk for a two seater convertible and it is definitely the funnest car I have ever

— cont'd on p. 6



Sunbeam Style Over Substance

Condensed from *English Patient* by Gary Anderson
Sports Car Market Magazine, January 2008, pp. 50-51

Grace Kelly reached into her picnic basket and asked Cary Grant, innocently enough, "Do you want a leg or a breast?"

Before the 1960s Sunbeam Alpine that we all remember as the basis for the Tiger, there was another Alpine, made from 1953 to 1955.

For my money, the stories attached to this seldom-seen model (of approximately 3,000 built, only 200 may now survive) are more interesting than those about the later model. I'd argue that had there not been a Sunbeam Alpine in the '50s, Rootes probably wouldn't have introduced a new sports car in the '60s.

But then, I was deeply influenced as a boy by Grace Kelly smiling at Cary Grant from the front seat of a sapphire blue Alpine as she reached into her picnic basket and asked him, innocently, "Do you want a leg or a breast?"

In 1953, we are way ahead of where the story starts. Sunbeams date back to 1887, when John Marston, an avid racing cyclist, started the Sunbeamland Cycle Factory. By 1909, the company was producing a line of Sunbeam automobiles, with

Marston racing them to gain publicity.

Four land speed records

The company absorbed Talbot and Darracq in 1920 to form the STD Company, with racing still a big part of its identity. In 1927, a Sunbeam established world land speed records on four separate occasions.

However, this didn't help in the Depression. By 1935, the company was in receivership, and canny Billy Rootes added Sunbeam-Talbot to Hillman and Humber.

Rootes resumed automobile production after WWII, and in 1948 introduced the Sunbeam-Talbot 80 and 90 saloon and drophead. Though the smaller-engined 80 was discontinued by 1950, the 90 continued, with the engines expanded to 2,267 cc.

Rootes had little use for racing, but dealer George Hartwell of Bourne-mouth rebodied a drophead Sunbeam 90 for competition by shrouding the rear seat and extending the trunk lid. He added louvers in the hood, but oth-

erwise the Alpines were identical to the drophead coupes back to the B-pillars.

Styled by Raymond Loewy

The result was quite handsome, and its styling caught the eye of Norman Garrad, Rootes's competition director. Rootes hired Raymond Loewy Studios to clean up the design and put it into production as the Sunbeam Alpine Sports roadster. The name was reportedly Garrad's idea, referring to the rallies in which the Sunbeam-Talbot saloons did well. The Alpine bodies were produced at Thrup & Maberly, Rootes's in-house coachbuilder.

The new model weighed a portly 2,848 pounds and sold for \$2,899. It was advertised as "bred in the Alps" and had a leather interior, detachable sliding side windows, no outside door handles, and a removable soft top. Tuning kits and racing windshields were available, but acceleration was leisurely from the 77-hp, 2.2-liter 4-cylinder. Production models topped out around 90 mph with the quarter-mile coming up in a soporific 21 seconds.

In a marketing drive, Garrad hired drivers Stirling Moss and Sheila Van Damm to run the car in speed trials on the Jabbeke highway in Belgium in early 1953. The specially prepared cars topped 120 mph over the measured mile, and then set another production speed record by completing 110 miles in an hour on the Montlhery race track.

Six Alpines were entered in the 1953 Alpine Rally, and four made unpenalized runs, including the one driven by Stirling Moss. In addition, Van Damm won the Coupe des Dames as the fastest woman driver. Moss would go on to earn two more Alpine cups runs, winning one of the few Coupe d'Ors awarded on the challenging run.

Grace Kelly gave the Alpine its moment of movie fame in 1955 when she co-starred with Cary Grant in what I consider to be her best picture -- the Alfred Hitchcock thriller, *To Catch a Thief*. Though Kelly herself was not a good driver, her character -- a wealthy liberated young American woman -- thought

— cont'd on p. 5



2008 State Street Cruise And Dairy Queen Extravaganza

This run has come to signal dramatic weather and of course rain. This year was no exception with clouds boiling around but the temps were in the 70's delightfully mild, warm and dry. Construction on the Capitol has been completed so once again we met in the employee's parking lot across from Memory Grove Park.

Assembled were Mitch & Diane Johnson in their Triumph Support Vehicle, Rob & Mary Foye in their TR 4, Jon Hermance in his MG TC, Kimberley & Dawn Owens in Kimberley's '04 Mini Cooper, Kevin & Marie Cowan in their PT Cruiser and your faithful scribe in his ML club support shuttle. Leaving the parking staging area with us was a mystery couple in a beautiful copper colored Dodge rig. They would accompany our little group south on State though not to the restaurant.

So under way south and straight away at the Seagull locals out for the afternoon noticed the Hermance "museum piece" MG TC, the Foye's Triumph and Kimberley's Mini. The attention would continue for the 90 blocks south into Sandy, rare machines up here on a Saturday evening to be sure. For the drive the temps

remained in the 70's and the rain held with the sun splashing down in and out of the clouds. Just perfect.

Once at our destination we were welcomed at the restaurant by Joe and the new owner and relative Tiger. His crew served up scrumptious treats and the best onion rings around. Tiger's wife Jenny prepared the famous ice cream cake dessert only this time it had a thick brownie base. Ooooo, brownie. Jenny rules.

This is always such a welcome gentle drive and destination for our next to the last run of the year, 90 blocks south on surface streets noticing all the changes from the year prior along the way with friends in this delightful motor club.

--Paul Jaroch

Sunbeam Style — cont'd from p. 4

she was. With string-back gloves an Grant hanging on to the grab handle, she outdistanced the police in a chase that supposedly took place on the French Riviera.

The irony of this sequence, with its back-projection filming of the two

leads swaying in the seats of an obviously stationary car, is that Kelly, who became Princess Grace of Monaco in 1956, was killed in 1982 when her Rover went off the same stretch of road after she suffered a stroke.

Sunbeams get a facelift

All three Sunbeam models were upgraded in 1955, and these models were referred to by the company as Mk IIIs, with the Talbot name dropped. However, the Alpine was too heavy to be a true sports car, and even with a price reduction that made it less expensive than the Healey 100 and Triumph TR2, it couldn't compete.

After seven years of production, the Sunbeam 90 gave way to the Sunbeam Rapiere, badge-engineered (by Loewy again) from the Hillman Minx. The Sunbeam Alpine left its name and competition record to a new generation of Rootes sports cars in 1960.

Today, first-generation Alpine prices vary widely, with the last two sales in SCM's database being for \$15,000 and \$37,000 in 2006. Values are largely determined by the existence of antique trim pieces, though mechanical and suspension items are common to the 80 and 90 sedans, and there are active clubs in the United States and Europe. The options you want to have are a floor shifter and a center-mounted tachometer.

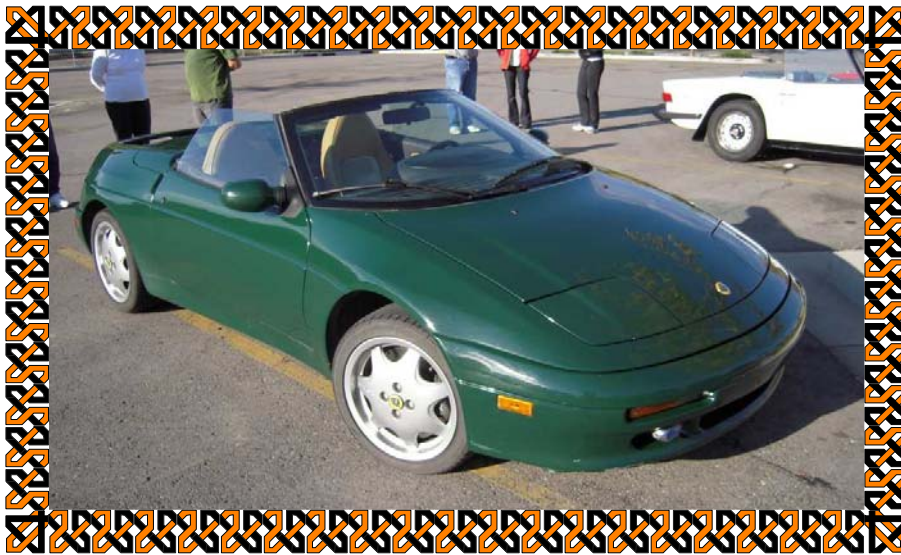
Since the problem of the Alpine was that it had glacial acceleration in spite of its reasonable top speed, you might well find one with an engine transplant. I've seen them with Ford 289's, for example, which of course would give a new definition to the phrase "chassis flex." Either way, you should have lots of choices around \$20,000.

These are not cars for everyone. Homely at best, with underwhelming performance, they might shine at an Orphan English Car Show or a "Name That Ride" Festival. For someone looking for an offbeat, slow collector car for sedentary rides through the countryside, perhaps racing with MG TCs at sub-50 mph speeds, the Alpine could be just the ticket.

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



This Month's Featured Car

Phil Bates' 1991 Lotus Elan
Shown at the 2008 Fall Colour Tour rendezvous

Autojumble, cont'd from p. 3

driven. Here's a photo. Asking \$16,000.
Donovan, rogers6311@comcast.net

For sale: 1963 TR3 titled as TCF129L. I am moving to Florida and I am too old for that kind of road trip! Plus to truck it down is just too much \$ I have owned it for 30 plus years. 5 good wire wheels, top, tonneau, a few extra parts, solid body, needs TLC, no side curtains. Starts and runs. rebuilt clutch cylinder and master cylinder. \$8,000 obo. Tom Little. 801 554 3114 (6/1/08).

For sale: 1963 TR4. Cream coloured surrey top but I have only the hard top. The interior was redone before I purchased it and is saddle colour (tan). The dash looks to be original and is in very good condition. There is no visible rust; body damage

and drives well. Located in Pleasant Grove, Utah; photos available. Asking \$11,500. Charmaine, 801-361-3354.

For sale: 1974 MGB roadster, demask red, which is comparable to burgandy. Great condition, both mechanically and bodywise. 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. All the parts on the garage shelf are included: original Lucas headlamps in new condition, a rebuilt starter, rebuilt master clutch cylinder, original block bumper pieces, and other parts. ross-beecher@msn.com, 801-771-2418.

Exchequer Report

September 18, 2008

Beginning balance
(from last report) \$2,626.34

Income

Merchandise sales	876.00
Alpine Loop raffle	420.00
Interest	.81
	<hr/>
	1,296.81

Expenses

Sept. newsletter	42.00
Alpine Loop	25.25
Postage	5.80
	<hr/>
	73.05

Ending balance \$3,850.10

Board of Governors:

Governor General: Mitch Johnson, 801-547-1087
spitfiresrule@msn.com

Chancellor of the Exchequer: Marty Van Nood
801-467-0525, vannood@intergate.com

Newsletter Editor: Gary Lindstrom, 801-532-1259
gary@cs.utah.edu

Board Member: Floyd Inman, 435-654-7086,
floyd_inman@msn.com

Board Member: Paul Jaroch, 801-389-8940,
bughous@msn.com

Board Member: John Proggess, 801-547-0259
johnproggess@comcast.net

Board Member: Duff Lawson, 801-294-7228,
duff_lawson@att.net

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 Avenue, Salt Lake City, UT 84103-3916, or to his email address shown above. Check us out on the web!