

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

# BRITISH MOTOR CLUB of UTAH

www.BMCUTAH.org

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## ALPINE LOOP RUN AND BBQ! SATURDAY, AUGUST 15, 2015

The annual Alpine Loop Run will happen on Saturday August 15. We will meet at 8:30 AM or so on the east side of the South Towne Mall (take the 106th South exit off I-15 going east, enter the mall parking lot off 106th South or from State Street about a block north of 106th South). We will plan on departing at 9:00 AM.

For those who are coming from down south, we will be stopping at about 9:45 AM for bio-reconditioning at the C-Store and Chevron Station in Alpine just before SR 92 enters Alpine Canyon.

We will be heading to **Big Springs Park** again for lunch this year. When we get to the intersection of SR 92 and 189 in Provo Canyon, we will turn RIGHT and head down Provo Canyon approximately 1 mile to South Fork Road. We'll turn left on South Fork Road and proceed about 3 miles to Big Springs Park for lunch. This is a lovely little park near the end of South Fork. There are bathrooms but no other facilities.

Rodger and Jill Davis will be serving up tasty BBQ for lunch, so bring your appetites!

After lunch we'll head up Provo Canyon to Heber/Midway and back to our homes. Should be a nice drive, hope to see you there!

Drew Frink

Here is the info regarding the BBQ.

Jill & I and ? will be at the lunch site to prepare lunch for our wandering band of Brit car drivers and



passengers. After an exhausting drive up and over the Alpine Loop, I'm pretty sure that everyone will have worked up an appetite.

We are planning on cooking hamburgers and hot dogs. The appropriate condiments (ketchup, mustard, relish, etc.) will be available along with potato chips. Plates, utensils, and napkins will be provided, also. There is a rumor that Jill will be making some sort of goodie for dessert.

Bring what you'd like to drink since tastes vary so much it would be impossible to have what you'd want.

**PLEASE SEND ME A BRIEF EMAIL LETTING ME KNOW IF YOU ARE PLANNING ON GOING TO THIS EVENT.** [rogerdavis87@msn.com](mailto:rogerdavis87@msn.com)

We need to know approximately how many people there will be so that we don't run out of food, nor purchase way too much.

Roger Davis

### Bear Lake Drive and Picnic

Thank You to all who came Sunday; it was a long drive through some very pretty landscape. We started off at Hogle Zoo leaving around 9:00 a.m. The weather for our drive was delightful.

Heading up the canyon over Big Mountain, dropping down to East Canyon and on to Henefer and then up through Chalk Creek Canyon via Coalville. Nothing but blue sky and a mixture of farm land and desert panorama. We stopped at the Flying "J" in Evanston Wyoming then drove through Woodruff, Randolph and on to our picnic at Bear Lake.

Some chose to go back the way we came, others took the Monte Cristo Canyon drive home, and some of us went through Lake Town, Logan and home. The weather was great but it's the people that always make these trips so much fun.

Many thanks to all who attended:

Andrew Frink, David Christensen, Doug and Peggy Wright, Jim Stover, Gary Mel-drum, Kent Jensen, Paul Jaroch, Rob Foye, Fred Wele, John Prograss and Gary Lindstrom.

-Larry Farrington





# Bear Lake Picnic Run



Photo of Bear Lake by M Farrington

We thought that the next Memorial Weekend trip should be a little shorter than Kanab and begin at a more reasonable start time. So we thought Lava Hot Springs would be nice, but no accommodations.

**Montpelier Idaho**  
**is now our destination.**

For those that want to go to Jackson Hole we could get an early start and drive up for lunch and back. Also, it's about 60 miles or less to Lava Hot Springs for anybody that would like to go there. Gary Meldrum told me about a great drive that loops around the area and I have been on parts of that road and it's perfect for our cars.

I am hoping that since this is a shorter time driving that it will bring more members to join in and for those northerners to get more involved.

I have contacted two places that can accommodate us seeing that some of us bring small cute pets. Both are pet friendly and both offer internet.

**1) Rest Assured Inns and Suites** is a small cozy motel that is being refurbished seems very friendly and was excited to help us said he might do some advertising to show off our cars like a small car show?

Rate is \$75.00 per night double plus tax, and \$10.00 for pets. No other amenities. Contact Derek at [208-847-1911](tel:208-847-1911). He is holding 10 rooms and can maybe do more,

Remember, Butch Cassidy and two associates robbed the Bank of Montpelier in 1896.

48hr cancellation .

Montpelier is half way between Salt Lake City and Jackson Hole.

**2) Clover Creek Inn**, a former Best Western, is \$90.00 per night double plus tax \$10.00 for pets and has all the goodies; breakfast and pool or hot tub. Contact Tosh or any one on the desk [208-847-1782](tel:208-847-1782). They will hold 13 rooms same 48hr cancellation.

Both have websites so look them over. Normally we all try and stay together, but they are not far apart, but nothing is very far apart in Montpelier.

If anyone knows of places to eat let us know.

Montpelier was settled in 1863 on the route of the Oregon Trail.

Mention BMCU for the rates.

If you book a room please let me know.

**Jim Stover**

**Drive destinations in the Montpelier area:**

National Oregon/California Trail Center

Lava Hot Springs

Soda Springs geyser

Bear Lake north beach

Minnetonka Cave

Oneida Narrows (canoeing and white-water)

Horseback riding

Fossil Butte National Monument (We're stopping on the drive home; it's open on Memorial Day. -ed)



The Southern California Timing Association decided on Monday (July 20) to cancel the Bonneville Speed Week for the second year in a row.

The announcement came after weeks of speculation and multiple visits to the salt flats by SCTA and Bureau of Land Management officials to determine whether enough salt remained to comprise a reasonable racing surface for this year's Speed Week, which was scheduled to begin August 8. Instead, hundreds of racers from around the world will now have to wait to see if other events in the short land-speed racing season at Bonneville will follow the same fate.

A number of factors combined to cause this year's cancellation. Heavy rains earlier this year left the salt flats swamped, as usual, but also triggered mudslides from the surrounding mountains and onto a section of the flats used for the SCTA's land-speed racing courses. While the annual flooding of the salt flats typically recedes by late summer, leaving behind the plain white moonscape racers have sought out for more than a century, the mudslide has remained.

In addition, as the *Salt Lake Tribune* reported earlier this month, the layer of salt has become increasingly thinner in recent years, leaving little to keep vehicles from breaking through to the soft mud below. "Experts from the BLM found some areas where the upper crust is thick and healthy, and able to support high-speed racing and other recreation," the Tribune's Emma Penrod wrote. "But in some portions of the area generally converted into race tracks during Speed Week, the salt is extremely thin or missing entirely."

**From: Hemmings Daily July 22, 2015**

...No simple solution ...

Bill White, a geologist who retired from the U.S. Bureau of Land Management in 2007 after dedicating much of his career to studying the salt flats, isn't sure about the cause of their decline — or even if there is such a deterioration.

The salt flats are an immensely complicated system no one fully understands, White said. And any decline that has taken place can't be blamed entirely on mining companies, including Morton Salt or Intrepid Potash, extracting too many minerals.

"There is change," he said, "but not necessarily decline."

White has a theory as to where all that salt went: a huge saltwater aquifer beneath the salt flats.

During his research, White came to the conclusion that the salt flats were not, as so many people had long assumed, formed directly by the evaporation of salty runoff from the surrounding mountains, but rather by the evaporation of saltwater welling up from an aquifer.

The salt flats are located in a basin, just inches above the local water table.

"This is the lowest part of the West desert, so ground water discharges upward into the salt flats," he said. "You don't see it in the summer because it evaporates, but it pools up on top of the salt flats in the winter."

That interaction with the water table is further complicated by rainfall, White said, because when it rains, that water begins to dissolve the top part of the salt crust and causes the salt to wash back down into the aquifer. It will be deposited on the salt crust once again when the water table rises, he said, but during a rainy spell, the salt flats can appear to thin out and give way to the silty mud below...

**From: The Salt Lake Tribune July 12, 2015**

**Emma Penrod**

Seeking to put the MG brand into the media spotlight, MG announced a bold move for the 1935 running of the 24 Hours of Le Mans. Under the guidance of Captain George Eyston, the factory would enter three cars in the grueling endurance event, each driven by accomplished (and, perhaps not coincidentally, beautiful) female racers of the day.

Eight decades on, just one of these team cars remains wearing its original body, and on September 7, chassis PA/1711, the 1934 MG PA once driven by **Joan Richmond** and **Barbara Simpson** to a 24<sup>th</sup> place finish at Le Mans will cross the auction stage in London.

Eyston's reputation was that of a man who could accomplish anything he set his mind to, and for 1935 he was tasked with producing a respectable result from a team dubbed "Eyston's Dancing Daughters" by the media.

Each car to be used for the race was carefully prepared at Abingdon, and period records show that 205 hours went into the building of each identical MG. To save weight, the cars were fitted with aluminum cycle fenders, an aluminum hood, and a cut-down aero windshield for the driver. Racing wheels were fitted, and the luggage area was modified to accommodate the required spare tires. To increase durability, stone guards were used on headlamps and radiator, and a second fuel pump was added.

Under the hood (bonnet, actually), the inline-four engine was blueprinted, fitted with racing-spec valves and springs and topped with a polished cylinder head. A lightened flywheel aided acceleration, while a four-speed manual transmission sent the power to the live rear axle. The front axle was solid, and both were suspended by semi-elliptical leaf springs. Mechanical drum brakes on all four corners provided the stopping power.

Joining Richmond and Simpson on the team were **Doreen Evans** and **Barbara Skinner**, driving car number 55; and **Margaret Allan** and **Colleen Eaton**, driving car number 57. As the hours on the Circuit de la Sarthe went by, it became apparent that all three cars would not only finish the race, but do so in a rather respectable position given the modest output of the MG's 847-cc engine. Though the cars were originally supposed to cross the finish line in numerical order, it was the number 56 car of Richmond and Simpson that took the checkered flag first, followed sequentially by the cars of Evans and Skinner and Allan and Eaton.

**From: Hemmings Daily July 8 2015**



RM Sotheby's predicts a selling price between £95,000 and £120,000 (approximately \$150,000-\$190,000).



## Lucas Calendar

**March 15: St. Patty's Day Social –MacCool's in Foothill Village—11am.**

**March 28: Eureka/Tooele Drive: Roger & Jill Davis.**

**April 11: Once Around the Lake Run: Paul Jaroch**

**April 18: Karting at Miller Motorsports Park, Toole, Kevin Cowan**

**May 2: Chalk Creek Canyon and Lincoln Hwy: Rob Foye.**

**May 23: Kanab Memorial Day Tour: Jim Stover and Roger & Jill Davis.**

**June 20: British Field Day (BFD) Liberty Park SLC, Jon Hermance, Set up June 19.**

**June 27: Fairview Drive: Doug & Peggy Wright. POSTPONED**

**July 12: Bear Lake Picnic Run: Larry Farrington.**

**August 15: Alpine Loop Run and BBQ: Drew Frink BBQ Cooks: Roger & Jill Davis.**

**September 7, 2015: Miner's Day Parade, Park City, Drew Frink**

**September 19: Fairview Drive: Doug & Peggy Wright.**

**October 10: Fall Colour Tour—Wolf Creek Pass, Roger & Jill Davis**

**November ?, 2015: End of Season Dinner TBD, Jim Stover**

**The British Motor Club of Utah** welcomes anyone who owns or is a fan of classic British cars and trucks.

Membership is free. If you are not a member and would like to join, go to our Contact page and let us know!

<http://BMCUTAH.org>

If you would like to attend any of our events, you must adhere to the following rules:

1. Show Up!
2. Have fun!

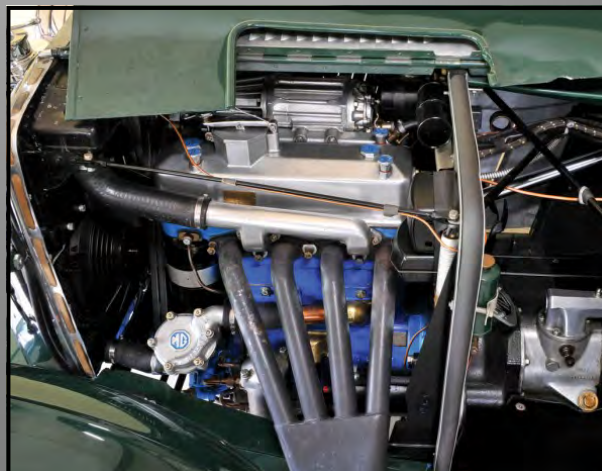
**Please send ideas, suggestions, comments, articles, and/or photos for the BMCU Newsletter to the editor: [robbfoye@gmail.com](mailto:robbfoye@gmail.com)**

## British Motor Club of Utah

Salt Lake City, Utah

Note: In the Le Mans 1934 MG PA's the fuel system (carb, fuel line and supercharger) are on the opposite side of the engine from the exhaust and away from the worst heat.

(Not the carbs on my MG TD ! –ed.).



Photos from: Hemmings Daily July 8 2015