

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

BRITISH MOTOR CLUB of UTAH

www.BMCUTAH.org

January 2014

Volume 25 Number 1

February 7th: Planning Dinner 7 pm. BUCA di Beppo, 935 East Fort Union Blvd., Midvale

Larry Farrington has provided a tentative schedule for planning and discussion purposes.
Bring your ideas and suggestions along with a volunteering spirit (for yourself or others).

Tentative Schedule 2014

February 7 th Planning Dinner	Saturday
March 15 th St. Patrick's	Saturday
April 12 th Once Around the Lake.	Saturday
May 10 th Antelope Island.	Saturday
May 24 th – 26 th Bryce Canyon Drive	Saturday
June 21 st British Field Day	Saturday
July 2 nd Eaglewood Show	Wednesday
July 13 th Trappers Loop	Sunday
August 16 th Alpine Loop	Saturday
September 1 st Miners Day Parade	Monday
October 5 th Fall Colour Run	Sunday
November 8 th End of season dinner	Saturday

2013 Lucas Calendar for reference

February 16, 2013: Planning Dinner.

March 17, 2013: Lunch and then drive, MacCool's, Paul Jaroch

April 13, 2013: Once Around the Lake, Paul Jaroch

May 18, 2013: Antelope Island Run, Kimberly Owens.

May 25-27, 2013: Memorial Day Run, Steamboat Springs, CO, Jim Stover

June 15, 2013: British Field Day, Liberty Park, SLC, Jon Hermance

July 2, 2013: Eaglewood Show North Salt Lake, Bruce Oblad

July 14, 2013: Trappers' Loop Run, John Prograss

August 17, 2013: Alpine Loop Run, Larry Farrington

September 2, 2013: Miner's Day Parade, Park City, Floyd Inman

October 5, 2013: Mt. Nebo Loop Fall Color Run, Kevin Cowan

November 9, 2013: End of Season Dinner

Several impromptu drives in the beautiful weather.

Are there any new drives to try?

I Was Not Looking

By Drew Frink

I want to start out by saying that I was not looking. Even though I had put out some feelers over the winter, I had decided that another one was not for me. Not even if I found my Holy Grail; even if that right hand drive 1959 Austin Healey "Bugeye" Sprite crossed my path, I wasn't looking. I was going to keep my lovely MGB and enjoy the driving.

Then in August I got a message from a friend -- had I seen the car for sale out in California? The right hand drive 1959 Austin Healey "Bugeye" Sprite? No, as a matter of fact, I had not. I looked at the ad, considered it for a day or two, and chucked the information. Didn't need another car. Just not the right thing to do. Couldn't beat what I already had.

This resolve lasted almost a week. I dug up the info and made a call to the seller. Found someone local to the car to do an inspection. My friend called me from the inspection and said he hadn't found anything that would keep him from buying the car. After thanking/cursing him for the inspection I called the seller back and bought the car.

Some things you just can't resist. Call it a slightly late 40th birthday present to myself. Call it a moment of insanity. Ultimately I decided that I'd been presented with the opportunity to buy my dream car and would never have forgiven myself for letting it slip away.

Over the next week I made ar-

rangements to borrow a trailer from a fellow club member and a truck from my father-in-law. My wife kindly agreed to come along and keep me company, and at 5 am on a Saturday we started out on the long drive from Midway to Fallbrook, California. The last time I did this drive to rescue a car it was snowing in all the passes, so I was excited for the decent weather. To quote Jeremy Clarkson of Top Gear fame, "how hard could it be?"

The plan was to drive to Fallbrook, pick up the car, and drive back as far as Barstow on the first day. Through the power of Google maps we were able to see satellite views of all the hotel parking lots along the way, and the hotel in Barstow had parking for semis -- plenty of room for us and our little Bugeye contingent. All that was left was the driving.



And the traffic. Lordy love us, the traffic.



About an hour and a half of slow-downs in California on the way down. Not too bad, but we were tired after the long day's slogging. Met with the car's owner and got it



and the spare parts loaded easily enough. Car was exactly what I expected, a little rough but sound. Seller was pleasant, papers were signed, and off we went headed back toward Barstow, dinner, and a nice bed. Or so we thought...



Get to the mouth of Cajon pass and we stop. Small brush fire in the canyon, no good way around it. Slowly merging many lanes down to just two. With a borrowed truck and trailer we ate dinner sitting in the driver's seat. Two and a half hours of slow crawling misery later we were finally free of the congestion. Deliriously exhausted we finally dragged ourselves into the hotel at about 11:30pm, about 4 hours late and more tired than either of us had been in a long time.

The next day was a beautifully uneventful drive back to Midway. As we crossed the border into Nevada we each gave an unscripted one-finger salute to the roads of California, a place we hope to never drive in again. We arrived back in Midway at a reasonable time and safely stored the little car away. Too much driving over just two days, but even with the traffic nastiness I was glad that we made the effort. No money was saved, but we did ensure that the arrived safe and sound.



After some thinking and planning I decided that I needed to focus my resources on just one car, so the MGB found a new home with club member Paul.

With a firm plan in mind for how I want this Bugeye to be, I dove in and stripped the car all the way down -- not that hard with a Bugeye as there's not that much to take off!

She's headed out for paint and some body repair, and then the long process of rebuilding everything else will begin. Best guess is two to three years, finances and time depending. Mostly finances.

So I'm back to being a Bugeye guy again and I couldn't be happier --

even though I won't be driving it for a while.

I'll be out at club events on my bike; hopefully y'all won't mind the Italian Moto Guzzi addition to the club.

Drew



BMCU Exchequer Report

4th Quarter 2013

Beginning balance (from last report)	\$5469.93
Interest	.17
Best Friends Animal Sanctuary of Kanab -	100.00
Ending balance	\$5370.10

A full set of financial statements for 2013 will be presented at our annual members meeting in February as part of my Exchequer report.

Thanks to you all for a terrific year. Looking forward to seeing what we can do for 2014.

Martin Van Nood
Exchequer

You can check out the BUCA website for a look at the menu, prices, art work, etc:

www.bucadibeppe.com



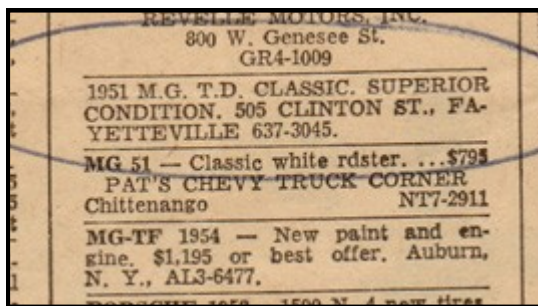
**Buca has 5
locations in
England!**



Something else you will want to check out is in the recent edition of Moss Motoring magazine for an article by longtime BMCU personality, Gary Lindstrom.

<http://www.mossmotoring.com/still-crazy-years/>

Still Crazy After All These Years



Lucas Calendar

February 7, 2014: Planning Dinner.

March 2014:

April 2014:

May 2014:

June 2014:

July 2014:

July 2014:

August 2014:

September 2014:

October 2014:

November 2014:

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

British Motor Club of Utah

Salt Lake City, Utah



As a Jaguar XJS person myself, I think Jeremy Clarkson's modifications to his XJS in the BBC Top Gear episode on India may not be appreciated by everyone. -ed.