

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

# BRITISH MOTOR CLUB of UTAH

www.BMCUTAH.org

March 2017

Volume 28 Number 3

## It's Official...

### BMCU 2017 Schedule of Events

Mar 12 Daylight Savings Begins

Mar 19



St Patty's at MacCool's - Foothill Village – Sunday event

Mar 25 Eureka – Gary Meldrum Memorial Drive – Cory & Cindy Wardell

April 22 Fairview/Price/Helper – Doug & Peggy Wright

May 06 Coalville/Taggarts via Peoa/Rockport – Larry Farrington

May 27 Memorial Day Tour to Torrey – Jim Stover, Roger & Jill Davis

June 17 British Field Day in SLC– Jon Hermance

July 01 Eaglewood Festival of Speed – Non BMCU event – Bruce Oblad

July 10-14 GOF West - Non BMCU event – Santa Maria, CA

Aug 19 Trappers Loop & Huntsville BBQ - Pat & Donna Rich

Sept 04 State St Cruise - Decorate your Car – Marty VanNood

Sept 16 Alpine Loop & BBQ in South Fork Canyon – Drew Frink, Roger & Jill

Sept 30 Fall Colour Tour – Nebo Loop – Steen & Arlene Sorensen

Nov 04 Year End Banquet – Jim Stover – Location TBD

\*\* Midweek Madness – watch the group site for email announcements

\*\* Need to add Tech Sessions and Impromptu events at any time.



## 11am, Sunday March 19

### What happens on March 19th?

- ◆ Wyatt Earp's birthday celebrated
- ◆ Patrick McGoochan's birthday (Secret Agent) ignored
- ◆ Swallows return to Capistrano
- ◆ 20th anniversary of Supreme Court hearing internet indecency arguments
- ◆ and, BMCU celebrates St Patty's Day 2 days late at MacCool's.

We are all set for the second warm-up BMCU event of the year. I talked with Chad at MacCool's and they are ready for us to show up at 11am (when they open) on Sunday, March 19th. The planets align at 11:30 for select beverages.

Obviously the MacCool's Public House has their usual Irish and non-Irish flavored fare at reasonable prices. There is also a Sunday Brunch available.

MacCool's is at Foothill Village: Foothill Blvd and 1300 South in SLC.

In years past we had a good little LBC car show in the parking lot. Bring your LBC 'cause there often is an impromptu short run or two after lunch. Since we, the BMCU and our cars, were made *personae non grata* at the St Pat's parade once it

went through the Gateway, we have found alternate ways to have fun.

One way of course is to dress with your best green finery for the event.

Roger Davis' photo of Gary Lindstrom as a green Irish Scandinavian sets a high standard

we challenge everyone to beat. You may need the "Luck of the Irish" for that.



### What happens on March 25th?

- ◆ Elton John's birthday
- ◆ Tolkien Reading Day (honoring the fall of Sauron)
- ◆ Robert the Bruce became King of Scots in 1306
- ◆ and, BMCU drives to Eureka.

## Gary Meldrum Memorial Run to Eureka, UT March 25, 2017

So we will be meeting at the Intermountain Medical Group parking lot at 11400 South Redwood Road on the Southwest side of the building at 10am for a departure time of 10:30am

We will be going south on Redwood Road and have a drain and gain at the Chevron in Saratoga Springs at 11-11:15am. Will then continue South on Redwood Road on the West side of Utah Lake to Elberta.

At this point we will head west on US 6 into Eureka for a delicious lunch at B's Western BBQ before we head back home.

-Cindy and Cory Wardell

# BMCU Annual Meeting and Pot-Luck Dinner

Page 3

February 4, 2017



The schedule of upcoming BMCU events was discussed and finalized.

Mrs. Peel and Steed weren't there but most everyone else was.

## Things to do with an aged Land Rover

How about driving from the UK to west Africa and crossing the Democratic Republic of the Congo (formerly Zaire/Belgian Congo) unarmed, on a tight budget, in a 27 year old Land Rover. BTW the DRC is one quarter the size of the US. The Land Rover of that vintage lacked electronic components that meant many parts could be improvised along the way. The LR made the whole trip including equatorial rain forests, clearing fallen trees, crossing a river on a raft, etc. Roads were an issue. When the country achieved independence in 1960 from Belgium it had about 70,000 miles of maintained roads. Today it has about 700 miles.

**"Crossing the Congo"** is a new book reviewed in the WSJ on Feb 11- 12, 2017 that describes those adventures of three Brits (one a photographer).





## 5 Parks in 6 Days Super Tour

If you were at our Potluck and Planning Dinner last month, you probably noticed, posted on the wall behind the food tables, a map of Utah and several questions asked.

The night got pretty busy figuring out the BMCU schedule for this season, so not much was said regarding that posted information. What we need to know now, is if anyone is interested in a **Super Tour** of the State of Utah. That's right, visit our **FIVE** National Parks in **SIX** days. We would not be spending very much time in any of the Parks, of course, but the scenery we would see would be EPIC!!!

The Super Tour would be a smaller group of members.

The Super Tour would take place in October to take advantage of the Fall colors, cooler temperatures and fewer tourists in the Parks and on the roads. We would leave SLC on Sunday and return on Saturday. The route (see attached map) is designed to easily go to each of the National Parks; Arches, Canyonlands, Capitol Reef, Bryce Canyon, and Zion. The costs would be 6 nights hotel, meals, gas, Park entrance fee (unless you have a Lifetime Pass) etc.



What we need to know is this:

- 1) Is there interest enough to finish planning the Super Tour
- 2) Are there people who would be willing to take a week to participate/pay their way
- 3) Are these people willing to make a firm commitment to go on the Super Tour

If this type of Super Tour sounds interesting to you and you'd like to participate, please respond to my email address:

[rogerdavis87@msn.com](mailto:rogerdavis87@msn.com)

**-Roger Davis**



# LBCs I never heard of: the Dellow

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Do we have any Dellows in UT? WY? NV? ID? CO?

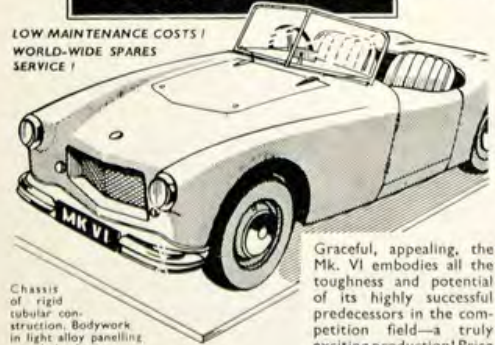
Their site, [www.dellowregister.co.uk](http://www.dellowregister.co.uk), is dedicated to Dellow sports cars made between 1950 and 1959. They were extremely successful competition cars and continue to be to the present day.

Members currently compete in MCC and ACTC Classic Trials, speed hill climbs, production car trials and grass auto-tests. This continues the tradition of Dellows being active across the wide spectrum of motor sport and increasingly popular classic runs. They were lighter than the MGTDs of the time.



Announcing the NEW LIGHTWEIGHT  
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Graceful, appealing, the Mk. VI embodies all the toughness and potential of its highly successful predecessors in the competition field—a truly exciting production! Price £625 plus tax £213 17s. 6d.

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If you have a Dellow in any condition, we'd love to see it at British Field Day, June 17.



Looks like a hell of a lot of fun!



Tubular chassis design of exceptional strength with tubular frame body constructed integrally with the chassis for maximum rigidity. All-weather equipment. Powered with 100 ID 10 h.p. engine fitted with double valve spring DEMONSTRATION MODEL AVAILABLE

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Dellows were made from war surplus rocket tubes. The chassis was made from surplus rocket bodies from the UP3 and RP3 rockets developed in WW2. This explains why there is a join in the main chassis strakes and odd holes in the tubes. The rocket bodies were 55" long and the holes are where the stabilizing fins were bolted on.





# TR250 and the TR6

Page 6

Adapted from Classic Motorsports Mag, Sept 2014 Issue

Roger Davis thought since the BMCU has a lot of TRs this article would be of interest.

**By David S. Wallens and Tim Suddard.**

Most all sports car enthusiasts know the Triumph TR6, the iconic sports car from the first half of the 1970s. It was a huge success on both the road and the track. Then there's the TR4, the brand's model that helped define the 1960s.

The one-year-only TR250, however, tends to get lost in the shuffle. It marries the Michelotti-designed TR4 body with the six-cylinder engine that makes the TR6 such a brute.

Up until the 1953 release of the TR2, the Triumph brand was associated with family cars and saloons, not sporting machines. While MG offered true sports cars both before and after the war, Triumph had no such animals in their lineup.

The TR1 show car, displayed at the 1952 London Motor Show, changed all that and gave birth to the TR2 production machine. Where the MG T-series still had cycle fenders and a prewar look, the Triumph was thoroughly modern.

Okay, so maybe the chassis, engine and suspension came from the brand's production sedans, but the body was totally cutting edge: low-cut doors, bullet-shaped headlight housings, and flowing rear fenders that terminated in simple tail-lights. The TR2 immediately turned Triumph into one of the world's most important sports car producers.

The quite similar TR3 replaced the TR2 for the 1955 model year. Triumph made minor tweaks, but the bulk of the car was a carry-over—even for the later, refined TR3A and TR3B iterations. Despite this sameness, the brand's reputation only grew.

Something new and exciting appeared

for 1961: the TR4. The boxier yet still soft body provided room for a real trunk plus windup windows. Underneath was another big upgrade: rack-and-pinion steering. The chassis and drivetrain, though, could be called carry-over items, all dating back a decade or two. Fans still ate up the new car.

If there was something close to a major update during the '60s, it was the independent rear that coincided with the 1965 release of the TR4A. Plus, a revised frame was part of the new package.

Big news was on the horizon for 1969, though, in the form of the TR6. The German design firm Karmann squared off the nose and tail to create a contemporary look, while more grunt came courtesy of the 2.5-liter, inline six-cylinder engine slipped under the hood.

Sandwiched between the TR4A and the TR6, though, was a short-lived model that merged the classic TR4 body with the TR6's six-cylinder engine. In the home market, it was called the TR5. Americans knew it as the TR250, and it was only available for the 1968 model year.

The British-market TR5 really was a game-changer, as the car's inline-six received Lucas fuel injection. Total output was some 150 horsepower, 45 more than the outgoing TR4A.

American-spec examples didn't receive the intake setup, though. Two tried and true Stromberg carburetors topped the six-



cylinder engine, limiting output to 104 horses—no performance gains here, but the switch resulted in fewer headaches.

Triumph made almost three times as many American-market cars than British-market ones. According to "The Triumph TRs: A Collector's Guide" by Graham Robson, Triumph delivered 8484 copies of the TR250 to our shores; another 2947 Triumph TR5s were built for British buyers. After only 15 months, Triumph ended production of both models, as it was time to switch to the TR6.

From the outside, the TR6 looked simply meaner. Up front, Karmann smoothed the blister required to clear the intake and moved the headlights to the edges of the blacked-out grille. New front fenders completed the work. Out back, they squared off the tail, replacing the old tail fins with large, horizontal taillights and more blackness.

Beneath the skin? Yes, more of the same. The American market received the federalized, 104-horsepower engine also found in the short-lived TR250. Nearly everything else underneath was a carry-over, too, and despite some updates, it remained so until the end of the TR6's model run in 1976. The wedge-shaped TR7, its successor, would be all new—and would also usher in the end of the company.

Despite growing competition in the marketplace and the car's dated form and structure, the TR6 was still a success. Nearly 95,000 units were delivered—no previous Triumph TR model posted better sales figures.

#### Two-Fifty Equals Fun

We're intimate with the TR6, but we admit that we hadn't spent nearly as much time with its predecessor. During the recent Speedfest at the Classic Motorsports Mitty, though, Coker Tire gave us a way to even the score. They loaned us the TR250 they

had on display, allowing us to rack up plenty of seat time.

So, which car is better? Well, how do you like your bodywork? The TR250 perfectly captures the look of the '60s with its light chrome touches and friendly face. The petite tail fins tie up the styling nicely. The TR6, which we'd call one of the most successful facelifts in automotive history, turned the cute TR4 into something angular and raw. But really, is one better looking than the other?

The TR250's trunk opening is a bit narrower, but the lift over is much, much lower. Is one easier to load than the other? That comes down to personal preference, so we'd have to call the styling contest a tossup.

The doors, dashboards and practically everything else found inside the TR6 came from the TR250, but their interiors aren't identical. The big difference? The seats. The TR250's classic seats look cool, but some might prefer the extra safety and support offered by the TR6's high-back buckets. On a 1000-mile rally, perhaps the TR6 would get the extra nod here.

Want a quantifiable difference between the two cars? Look at their weights. According to the Moss Motors database, the TR250 sports a 2270-pound curb weight. They list a 2390-pound curb weight for the 1969-'74 Triumph TR6, and it's not as though it made up for that heft with horsepower. Decreasing compression ratios, in fact, sapped power over the years. Climbing curb weights don't help the TR6's case. In fact, for the final two years of production—1975 and '76—curb weight swelled to 2624 pounds thanks to the required increased crash protection.

**-Provided by Roger Davis**

See the September 2014 Issue of Classic Motorsports Magazine for the full article and additional pictures.

**-editor**

**Currently for example...**

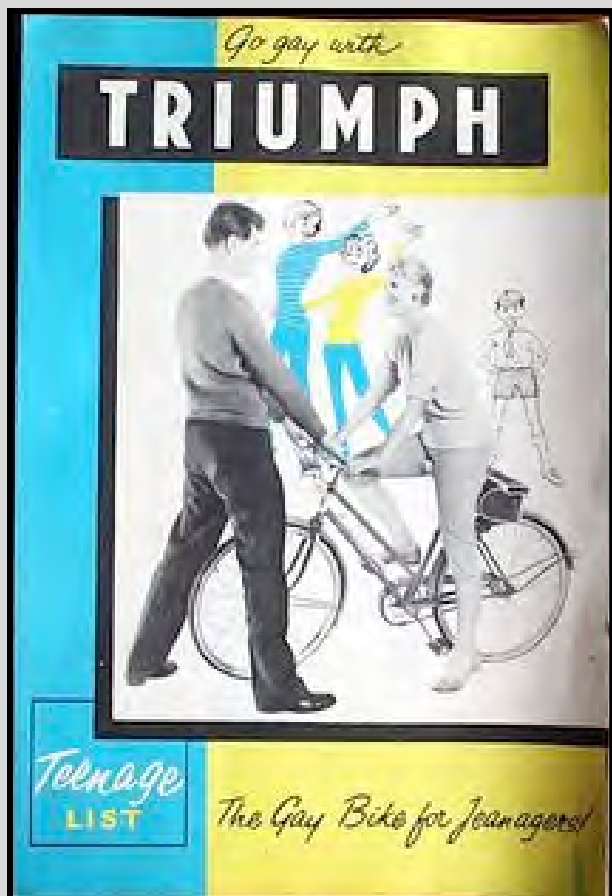
**A set of items from a 1967 MGB from Richard Reeder of Eden, UT.**

1 Trunk lid  
2 doors complete with glass and regulators  
1 Aluminum hood  
1 folding top frame  
1 engine, partly dismantled (on turn-over fixture) head complete and recently rebuilt all parts available  
2 SU carburetors  
1 Gas Tank with gauge float  
4 wire wheels bad splines  
1 Drive shaft with universal joints  
2 Front steering knuckles complete with brakes and hubs, recent king-pin renewal

1 steering rack,  
1 steering column with after-market wheel and an additional wheel  
1 4-speed syncro transmission without the shift lever  
1 Stromberg carburetor off a Triumph  
1 front and 1 rear chrome bumper  
2 seats complete  
Front and Rear springs  
1 Starter and 1 Generator  
4 Taillights complete  
MORE!

**The parts are located in Eden, UT, the best contact will be by phone [\(801\) 389-7124](tel:8013897124) Richard Reeder Prices are negotiable.**

**How times and language do change.**



**Brief, partial, history of *Triumph*:  
It all started with Bicycles.**

Siegfried Bettman emigrated to Coventry in 1884  
1885 Bettman founded his own bicycle sales company  
First as Triumph Cycle Company  
Next as New Triumph Co. Ltd.  
Triumph began manufacturing its own bicycles in 1894  
First motorcycle was produced in 1902  
1905 produced the first all-British motorcycle  
Triumph Motorcycles continued until 1982  
Company began producing cars in the 1920's  
1930 renamed Triumph Motor Company  
1936 the bicycle division sold  
It became a separate Triumph Cycle Co, new ownership  
Triumph's Coventry factory bombed in WWII  
(Triumph cars become a completely different story)  
Triumph Cycle produced sports roadster bicycles  
1951 sold to Birmingham Small Arms Company  
Bicycle division of BSA sold to Raleigh Bicycles 1956

So, bicycles spawned motorcycles that spawned motor cars.

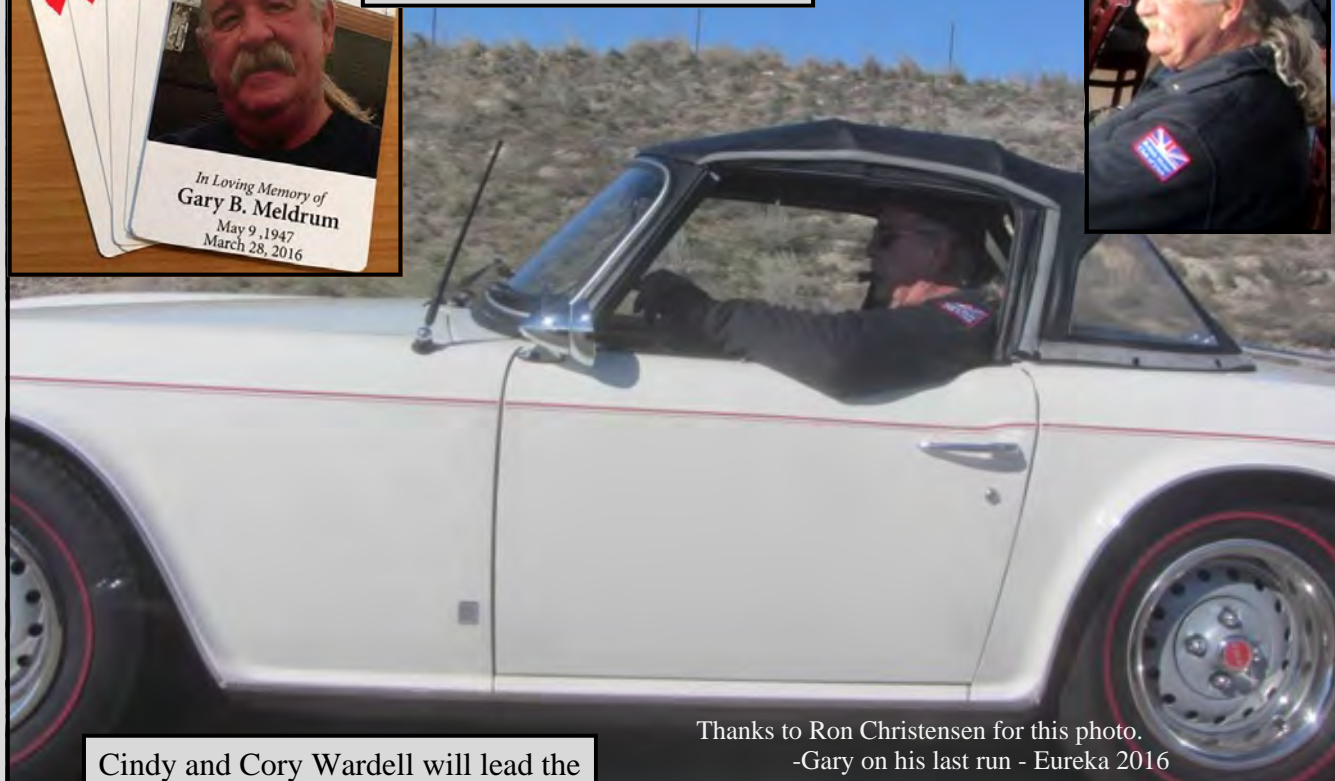
Lifted from Wikipedia: Triumph Cycle



## Almost a year ago...

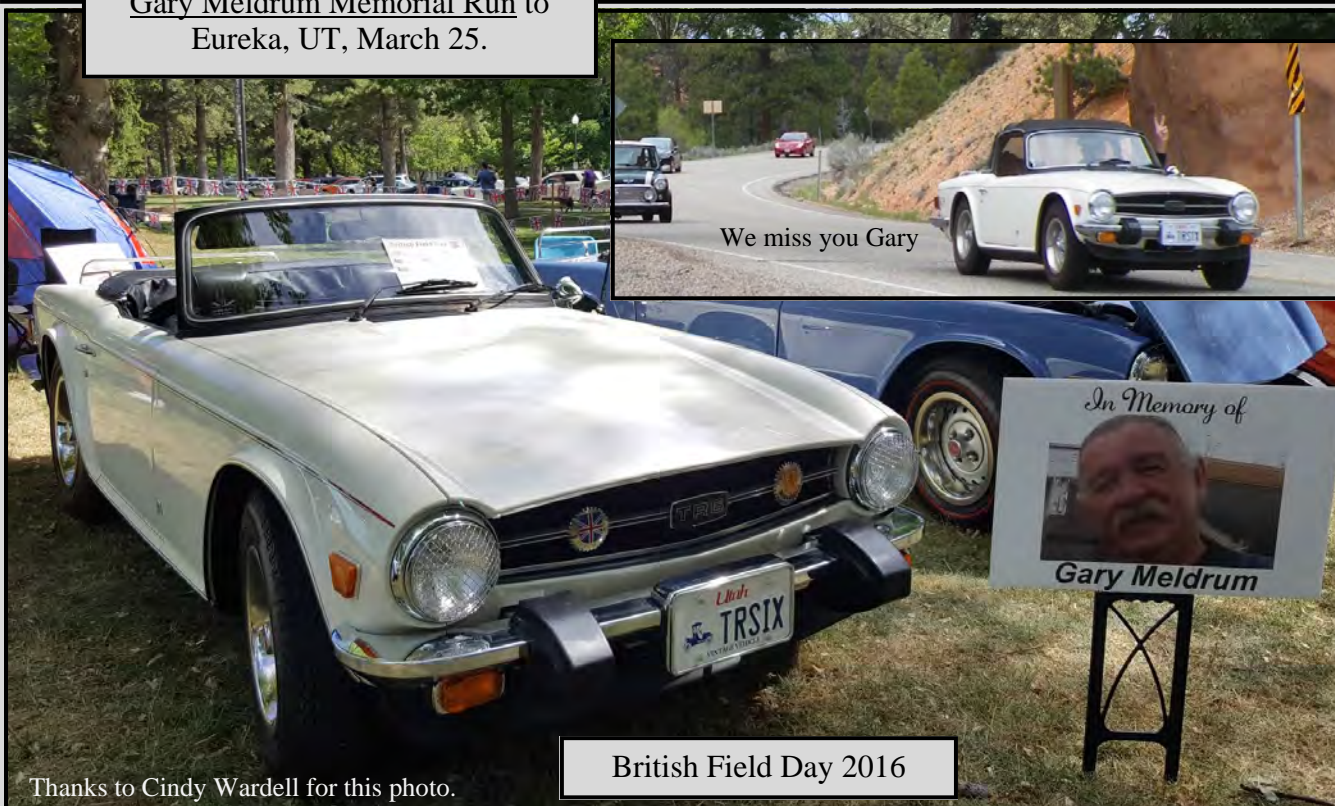


Gary brought us the Memorial Weekend "Poker Run"



Thanks to Ron Christensen for this photo.  
-Gary on his last run - Eureka 2016

Cindy and Cory Wardell will lead the Gary Meldrum Memorial Run to Eureka, UT, March 25.



Thanks to Cindy Wardell for this photo.

British Field Day 2016



We miss you Gary



To speed up registration the morning of BFD; bring this Form, filled out, with you.



## 2017 British Field Day Registration

June 17, 2017

Registration fee of \$10 per vehicle or \$20 maximum per owner

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

Year, Make, and Model of Car/Bike:

1) \_\_\_\_\_ Plate #: \_\_\_\_\_

2) \_\_\_\_\_ Plate #: \_\_\_\_\_

British Field Day Committee and its sponsors are not responsible for property damage to your vehicle. Please monitor your vehicle during the exhibition.

### Liability Waiver

I/We \_\_\_\_\_ in consideration of my/our participation in the 2017 British Field Day do hereby agree to release and hold harmless British Field Day (a non-profit corporation), the British Motor Club of Utah, Utah British Bike Club, Bonneville Austin Healey Club, Great Basin Land Rover Club, Wasatch Mountain Jaguar Register (a non-profit corporation), Mini Motoring Club of Utah, Salt Lake City Corporation, Salt Lake County, all agents, officers, organizers, sponsors and any other related organizations, from and against any and all claims, liability, losses, injuries and expenses including court costs, attorney's fees, and the cost of settlements for any property damage or personnel injury that I/we may suffer while participating in said event.

Signed by owner or agent of vehicle:

X: \_\_\_\_\_

X: \_\_\_\_\_

*The event runs until 3 pm, please stay until then if you can.*

See [www.britishfieldday.com](http://www.britishfieldday.com) for more information.



## Lucas Calendar 2017

Feb 4: Planning Dinner, 6876 S. Highland Dr., Cottonwood Heights; 6pm

Mar 19: St. Patty's at MacCool's, Sunday, 11am

Mar 25: Eureka UT, Gary Meldrum Memorial Drive, Cindy and Cory Wardell

Apr 22: Fairview/Price/Helper, Doug and Peggy Wright

May 6: Peoa/Rockport/Coalville/Taggerts, Larry Farrington

May 27: Memorial Day Tour to Torrey, Jim Stover, Roger & Jill Davis

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Sep 16: Alpine Loop and BBQ in South Fork Canyon, Drew Frink, Roger and Jill Davis

Sep 30: Fall Colour Tour, Nebo Loop, Steen and Arlene Sorensen

Oct: ?????????????????????????????

Nov 4: End of Season Dinner, Jim Stover, Location TBD

Midweek Madness - Watch the group site for email announcements

Don't forget impromptu events too. Tech Session anyone?

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

More driving trivia in the former British Empire...

Cars in the former British colony of Burma (now Myanmar) drove on the left until the 1970's when then military dictator Ne Win decreed that everyone would drive on the right. No one knows why the change.

This is the same Ne Win who introduced Myanmar bank notes in denominations of his lucky number, nine (you'd better be good with your 9 times table).

Currently more than 9 out of 10 cars in Myanmar are right-hand drive like in Britain and Japan, but they drive on the right side of the road like in the US. So Myanmar has banned importation of RHD cars from Japan in 2017. But the people don't want the LHD cars from China and Korea. Prices have risen for Japanese clunkers before the ban takes effect.

The transport ministry says the change is being made solely for safety reasons.

Information from WSJ, Dec 22, 2016