

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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THE STATE STREET CRUISE **ON LABOR DAY, MONDAY, SEPTEMBER 7**

**We don't need no stinking Parade!
We will re-instate an event that we haven't done in several years:**

The State Street Cruise!!!!

The Cruise will take place this coming Monday, Labor Day, 10 am, Sept 7th.

Meet at 10am on the East side of the State Capitol. We will depart at approximately 10:30am, heading downhill in a southern direction.

The wide, multi-lane State St has a plethora of historical venues to see, e.g. the Original Kentucky Fried Chicken restaurant location, the cement silo's of the old Salt Lake City Laundry (is that the correct name?) Piper Down Bar, the Busy Bee restaurant (famous for tasty garlic burgers), the Fashion Place Mall, Hooters, Rio Tinto Stadium (home of Salt Lake Real) South Towne Mall (meeting place for several BMCU events), Scheels, etc.

Our destination is the 12600 South/State St crossroads and the iconic In and Out Burger restaurant. There we will park together for one of our famous, impromptu car shows. Note: in the immediate area of this location, there are a multitude of restaurants with a profusion of varieties of food.

Put American Flags on your cars, wear patriotic clothing, hats, etc. Let's make this another FUN BMCU cruise!

See you on the east side of the State Capitol at 10am, this coming Monday morning for our
STATE STREET CRUISE!!!

-Roger Davis

Changes in our September schedule of events.

- The Fairview Drive has been postponed again due to road construction.
- As most BMCUers are aware, we will not be participating in the Park City parade on September 7th, Labor Day. The expanded restrictions with their parade (no lining up on upper Main St, limit of only 12 cars, no parking on the grass eliminating the "car show" at the park after the parade etc.) renders the situation unfavorable to most of the BMCUers who voiced an opinion. The P.C. situation is reminiscent of the St. Patrick's Day parade where unacceptable restrictions forced a termination of our long-term participation in that event.

Unfortunately we live in a time of ever increasing restrictions and imposed limitations. Our LBCs give us a freedom that others miss. Let's revel in that freedom and independence to do as we see fit. See you at the **State Street Cruise** on Labor Day.

-editor

Saturday, Aug 15, four hearty souls made their way up Provo Canyon, passing fishermen, boaters, and tubers, on their way to the prearranged BBQ destination, Big Springs Park. Arriving at the pavilion that had been reserved by Tour leader, Drew, they began to put the operation into motion; tables were cleaned, supplies were unpacked, grills were scrubbed clean, charcoal was placed in the grills and the British flag was displayed to mark the spot.

Then they waited for the all important call to inform them that the invasion of LBCs had begun and it was time to light the charcoal.

The timing was perfect! As the first of the vehicles that had conquered the heights of the Alpine Loop were beginning to arrive, the coals were ready and the test burger had just finished being grilled. The gridiron was soon filled with hamburgers side by side, and the rest of the traveling Brit-car voyagers were arriving, being enticed by the aroma coming from the full, hot grill.

The chatter amongst the members, claiming their places at the tables, while waiting for the burgers to be ready to be consumed, soon changed into a hushed whisper as the consummation of the vittles began. Ketchup, mustard, onions, pickle relish, fresh tomatoes and chips were devoured by the hungry travelers. The homemade double chocolate brownies topped off the feast.

With smiles and promises of, "see you at the next event," echoing through the canyon and finely tuned engines revving, the assembled clan, with their full bellies, squeezed themselves back into their vehicles and wound their way back down the scenic, twisty road, off to another adventure in British Car touring.

If you were not amongst the 50+ members to enjoy this fantastic BMCU event, you're just going to have to make certain that you clear your calendar for the next exciting adventure of: THE BRITISH MOTOR CLUB OF UTAH.

Thanks everyone for going on the Alpine Loop

Tour and joining us for the BBQ.

The following members attended this awesome production. Our apologies for missed members or misspelled your names. I know I've done both. Drew Frink, Larry Farrington, Dale Bounds, Rob & Mary Foye, Jim Stover & Linda, Gary Lindstrom, Brayden Parady & father, Ray Strong & father, Donna Rich & family, Jason Underwood & the Mortensens, Bob Lux, Tracy Bryan, Kevin & Marie Cowan, Rich Weyland & Guest, Roger & Jill Davis, Ari Ioannides, Robert, Melissa, & Jay-ley Norcross, Mark Brezoff, Barry Engstrom, Dave Spendlove, Joe Ford, Doug & Peggy Wright.

-Roger Davis

It was a dark and stormy night... no, that's not right. It was a bright, sunny day as the BMCU gathered at the mall for the drive over the loop. Instruction sheets were handed out for the non-freeway drive over Point of the Mountain and the complexity of the route was (possibly over) stressed. A little reverse psychology, maybe, as all the cars were able to follow the pied piper Jeep over the route to our first stop in Alpine.

A flock of Spridgets and a few other southern folks met us there before we tackled the drive over the loop. The drive itself was beautiful and crowded as always, mixing lovely roads with lots of parked cars and trucks-pulling-campers. Ah well, at least the down hill run into Provo Canyon was clear! We did lose one TR6 right at the start to a failing fuel pump, luckily in a spot with cell coverage. All other cars made the trip over without significant incident.

Then it was on to Big Springs Park and the waiting burgers. Roger, Jill, Jim, and Linda had tasty victuals waiting for us at the pavilion, coals smoking and burgers cooking. A huge thanks to all of them for getting this together, it'll certainly be something we look to repeat in the future.

Photos are up on our website now (thanks, Ari!) <http://www.bmcutah.org/2015/08/picnic-in-the-mountains-alpine-loop-drive/>

-Drew Frink

Alpine Loop: the drive.



Instructions from Drew Frink layed out the non-freeway route to Alpine, UT from the South Towne Mall.

There was a good representation of LBCs.



Up and Over Alpine Loop



BBQ and Home



Thanks to Roger and Jill, and Jim and Linda.



Mojave Mile to host Bonneville racers after Speed Week cancellation

With hundreds of participants left hanging after the cancellation of this year's **Bonneville Speed Week**, organizers of the event managed to secure another location for the annual event, moving it temporarily to the Mojave Air and Space Port, home of the Mojave Mile speed trials.

Scheduled for this weekend, Speed Week had attracted more than 550 entries from all over the globe – racers bent on testing their hot rods, streamliners, and motorcycles on the salt of Bonneville. Even after the announcement of Speed Week's cancellation last month, enough of the people who had entered still wanted to race, so officials at the Southern California Timing Association searched for an alternative venue.

The Mojave Air and Space Port let the SCTA use its paved 12,500-foot landing strip for standing-start speed trials this weekend.

While Speed Week at Bonneville typically runs on 3-mile and longer courses – and SCTA officials could only plot out a 2.5-mile course at Bonneville this year – the Mojave Mile event runs 1.5 miles at its largest event and 1 mile at its other two events throughout the year.

Meanwhile, other events scheduled to take place at Bonneville this year may go off as planned. In addition, neither the Utah Salt Flats Racing Association nor Mike Cook have canceled their Bonneville land-speed events, scheduled for September 12–15 and September 17–21, respectively.

From Hemmings Daily August 6, 2015

For a long time the “**sun never set on the British Empire.**” British cars went there too.

My son (70 MGB GT) currently works in Uganda, a former British colony. He sent the photos below. One is the wire wheel with “RR” on the hub.



The bottom photo shows a Bentley rusting and resting on the crushed remains of an American car.



Can anyone identify that bumper?

-ed

In early August I received an email from Steve Jackson who lives on the Isle of Man off the coast of Great Britain. Steve is a member of the Triumph TR Drivers Club in GB. He works as a Library and Archive assistant at the Manx Museum. -ed.

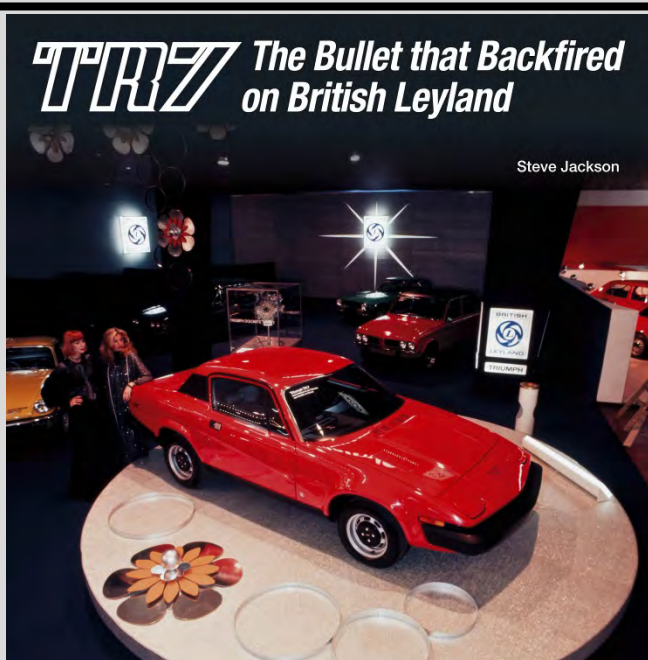
He wrote: "Three years ago, I began research on a book having read *TR7 The Untold Story* by David Knowles. There were certain aspects of the Bullet project that I wanted to research further, such as the effects of US safety and emissions regulations on car producers, the oil crisis, and the closure of the Liverpool Standard-Triumph factory at Speke in 1978. Despite some of my uncomfortable findings, I hope my passion for Triumph and other British cars shines through; also featured are TR3/6, Stag, Dolomite, Jaguar XJ6/XJS, Rover P6 and SD1, various Austin/Morris models and cancelled projects such as the Lynx and SD2. The book examines methods of car post war car production in the UK, and how they were overtaken by the European and Japanese markets; my research completed at the British Motor Heritage Centre was enhanced by contributions from BL men such as John Bilton and Ray Bates (introduced to me by TRDC member John Clancy) and the photographic archive held at the Manx Museum (examples attached). I hope that my work may be of interest to your members.

The link below is a short interview I gave to the local internet TV news station at the official launch

<http://www.isleofman.com/news/video/73071/tr7-book-launch>

The book is published by Lily Publications, contact details are contained in the attached press release

My own car is a 1979 TR7 Fixed Head, pictured here at the TRDC National Weekend at Billing Aquadrome earlier this month. My daily car is a Rover 2600S."



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PRESS RELEASE

TR7 - The Bullet that Backfired on British Leyland By Steve Jackson



Publication: June 2015
Price: £16.95
ISBN: 9781907945885
Size: 210mm x 210mm
Binding: Softback
Extent: 160 pages
Illustrations: Colour
Rights: World, all languages

Codename Bullet was British Leyland's audacious bid to conquer the North American sports car market, in order to earn the vital export dollars needed to re-invest in their ageing model range. Undeterred by draconian US safety and emission regulations, they stepped boldly forward as European manufacturers retreated. BL was blighted by poor industrial relations, lack of investment and economic crises that devastated British industry. The purpose-built Triumph factory at Speke was closed three years after the TR7 launch and production moved twice before cancellation in 1981. A similar project in Japan created the Datsun 240z, demonstrating how an opportunity had been squandered, but British Leyland's launch of an under developed car administered a fatal blow to the company's battered reputation, increasing reliance on government aid and accelerated a cycle of terminal decline.

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I haven't read it but I thought I'd pass this on. -ed.

It's a 18.3L, V-12, 350-hp *Sunbeam* First person in an automobile to hit 150 mph! (1925)



1925

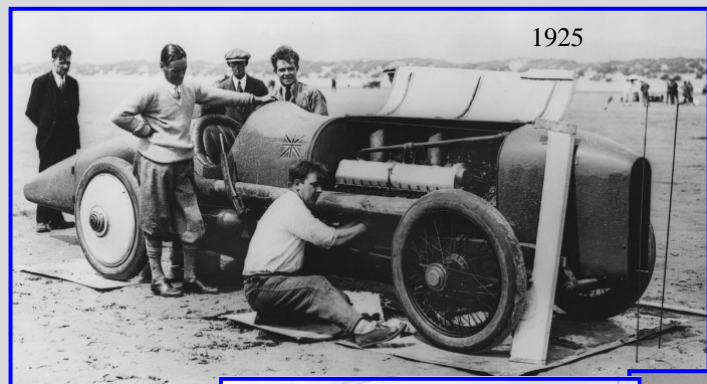
Sir Malcolm Campbell's Blue Bird (re)takes to the beach at Pendine Sands

On July 25, 1925, Malcolm Campbell piloted a 350-horsepower Sunbeam automobile, nicknamed Blue Bird, to a two-way average of 150.87 miles per hour at Pendine Sands in the south of Wales. In doing so, he became the first person to break the 150 MPH barrier in an automobile, and also bested his previous Land Speed Record of 146.16 MPH, set the year before. To honor the 90th anniversary of the event, Beaulieu, the U.K.'s National Motor Museum, returned to the beach at Pendine Sands for an exhibition run with the original Blue Bird



2015

The car that Malcom Campbell would later drive to a record at Pendine Sands in 1924 and 1925 was designed by Louis Coatalen and constructed at Sunbeam's Wolverhampton factory in late 1919 and early 1920. Equipped with an 18.3-liter V-12 that blended elements of Sunbeam's Manitou and Arab airplane engines, it featured one intake and two exhaust valves per cylinder, actuated via a gear-driven single overhead camshaft. The Sunbeam's first Land Speed Record would come in 1922, when Kenelm Lee Guinness drove the car at Brooklands to a speed of 133.75 MPH.



1925

Malcolm Campbell would buy the car shortly after Guinness's record run, painting it blue and adopting the Blue Bird name (which Campbell would later apply to other Land Speed Record cars, too). His efforts would see him knighted by King George V in 1931...

From Hemmings Daily July 27, 2015



2015

Local note:

On Sept. 3, 1935, at the **Bonneville Salt Flats**, Utah, his [different] automobile was timed at 301.1292 miles per hour, the first officially clocked land-vehicle performance exceeding 300 miles per hour..

From: Encyclopedia Britannica



Crossing the starting line in 1925.

B&W Photos: Mike Varndell Collection.

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: State Street Cruise, Roger Davis

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

British Motor Club of Utah

Salt Lake City, Utah

If you find something of local/historical/LBC interest please pass it on and we'll get it into the newsletter.
-ed.



Petty Ford was at 21st South and 9th East in SLC.
A note on prices about then: a new 65 Mustang was \$2368 F.O.B. Detroit.

Did you notice that years aren't listed on the Sprite and MG ?

Mark Milligan
(Yellow 1973 Lotus Europa)
found this ad showing pictures and prices for a Sprite and MG(A) in the 1960 Highland High yearbook.

Thanks Mark



'60 FORD
Only \$2,868



M. G.
Only \$2,777

PETTY FORD



AUSTIN HEALEY SPRITE
Only \$2,141



'60 FORD FALCON
Only \$2,090