

Great driving weather has arrived !

BRITISH MOTOR CLUB of UTAH

May 2022

Volume 31 Number 3

Memorial Day Weekend Trip

May 28-30: Memorial Day Tour to Vernal



2022 Memorial Day Trip

When: Memorial Day 2022 – May 28-May 30/31 depending on your choice for the Extra Day

Where: Vernal, UT

Who: BMCU Members

What: The BMCU Memorial Day Tour

Why: Why not?

Our next Tour is going to be to Vernal, UT. Members have suggested this location and they have also asked for a shorter drive for the Tour. Going to Vernal satisfies both of these requests.

IMPORTANT: This is a National holiday and hotels fill quickly. If you would like to go on our 2022 Memorial Day Tour to Vernal, you need to make your hotel reservations now.

There is a small block of rooms set aside for the British Motor Club of Utah at the Holiday Inn Express & Suites in Vernal. You **MUST** call them **DIRECT** to secure your reservation with your credit card. When you do this, you will also decide whether you are staying two nights or three. Rooms are \$99/night and include breakfast.

Call this number: 435-789-4654. It is the direct line to the Vernal Holiday Inn. Do not call the Holiday Inn National Reservation number. They will not know what you are asking for.

Tell them that you are with the British Motor Club of Utah and wish to make a reservation.

When asked, tell them that our Code is: BMC

When your reservation is complete, ask that they email you your confirmation. Your reservation is between you and the Hotel. The Club has only arranged for the block of rooms and the price.

When your reservation is complete, please let me know and also if you are staying the Extra Day. **rogerdavis87@msn.com**

Ogden Canyon/North Ogden Divide

On a very typical Spring morning in Utah, sun, rain, sleet, snow etc..., the gathered southern troops left Warm Springs parking lot, promptly at 9:30am toward Rainbow Gardens in Ogden, Utah with 7 cars rolling. They arrived at 10:15am, meeting up with the northern group which added another 9 cars for a total of 16 cars and 22 great members. The annual North Ogden Divide trek did not disappoint as we received every kind of spring weather and beautiful views. Several of us had our daily drivers and Rich brought his truck in case we needed a snow plow for the pass! We traveled, however, with no problems and arrived at exactly 12:30pm at A Little Taste of Britain. They had set up a special section for our club and we all had a delicious lunch and lively conversation. Roger Hemingway has already posted wonderful pictures of our day and a great time was had by all. I have to admit, as I sat eating my delicious fish and chips, how did Cindy pull off the perfect Utah weather for her drive. There must be a secret? Thanks for all that came out and supported me and the club on another great BMCU social event!!!

Kent

Lt Governor

More Ron Christensen photos are on the BMCU website
<https://bmcutah.org/2022/04/ogden-canyon-drive-recap/>



Kent Jensen
TR 250



British Field Day (BFD) is once again being held at Liberty Park.

Join us Saturday, June 18, 2022 9 AM – 2 PM.

This is an event for families. Car owners, bring your rusty project, 100-point restoration, or anything in between. **We celebrate all types of British vehicles in any condition.**

Liberty Park is located between 500 East & 700 East, and 900 South & 1300 South in Salt Lake City. The BFD event will be held in the northeast quadrant of the park. Enter off 1300 South and drive east and north about a quarter of the way around the park. You will see the event on the left.

Registration starts at 8 AM. We hope to have most bikes and cars in place by 9 AM. We encourage folks displaying vehicles to try to stay until 2 PM, but if you can only make it for a couple of hours, that is fine, too! The registration fee is \$10 per bike or car. The maximum registration fee is \$20 per registrant regardless of the number of cars or bikes they bring. A \$5 donation is requested per adult admission. Kids 12 and under are free.

Although it is not required, you can speed up the registration process by printing out the 2022 Registration Form coming soon, filling it out, and bringing it along with you on the 18th of June.

Setup is Friday evening June 17, 2022 at 6:00 PM. If you would like to volunteer, please show up and bring a hammer, gloves and a staple gun. The BFD event itself is on Saturday June 18th, 2022.



Gary Lindstrom Celebration of Life

A Celebration of Life for long-time BMCU member Gary Lindstrom was held April 30th. The BMCU was asked to bring our LBCs and on a beautiful Spring day the cars were there in force.

BMCU members, family, colleagues and friends were there.



Bentley motors builds the UK's largest solar-powered car port

From: <https://www.euronews.com/green>



We haven't had any "classified ads*" in a while:

* The "Classified ads" are not sponsored or associated with the BMCU in any way but are presented as a convenience to British car enthusiasts. You must deal with the seller directly if you are interested.

Looking for a TR6 ?

FYI I spotted a TR6 for sale and talked with the owner. Per the owner, it has 74K miles and runs well. I did not drive it. The owner said he's asking \$2300. Talk to Scott Evans, 801-363-6390. The car was at 470 West 600 South. (a business).

-editor



Looking for a Jag?

A 1994 Jag XJS, 4.0 L. inline 6. This is the later "facelift" after Ford bought Jag in 1989. This has been my daily driver since 2005. \$4750. Rob Foye 801-703-1991

I retired in March -no more drives to work!



It's been on a lot of BMCU runs.

Third largest British car manufacturer in 1926: Only about 100 still survive !



**No better Value
than this 11 h.p. Two Seater
£160**

The Unsurpassed Clyno Range and Prices:

11 H.P. Models
2-Seater - £160 0
4-Seater - £172 10
4-door Saloon £199 10
"Royal" 2-Seater - £195 0

"Royal" 4-Seater - £199 10
"Royal" Saloon - £230 0
Dual Purpose Saloon - £210 0

12/28 H.P. Models
2-Seater - £215 0
4-Seater - £230 0
Saloon - £250 0

All Models fitted with
4 wheel brakes and
Dunlop Tyres.

Rootes Limited, Devon-
shire House, Piccadilly,
W.1.

Lookers Ltd., 5-25
Hardman Street, Deans-
gate, Manchester

Clyno Dealers are
everywhere, and we
will, upon application,
send you the name of
our nearest Dealer.

THE CLYNO ENG. CO. (1922) LTD., WOLVERHAMPTON

There is no better car value than this Clyno two-seater that reproduces all those sound characteristics that have given Clyno Cars such phenomenal success in the short period of four years. Designed for the owner driver and built by expert engineers, from the finest materials, it has proved entirely equal to constant hard use at a minimum maintenance cost.

The roomy, well-upholstered body with ample leg room has two wide doors with pockets and inside door handles, a large sunk fully upholstered double dickey seat, perfect all weather equipment and a surprising range of accessories. Despite its amazingly low price, this model maintains the remarkably light steering, superb suspension, easy right-hand gear change and thoroughly efficient four wheel brakes, that have made Clyno Cars famous throughout the world.

**CLYNO
CARS**

For those of us w/o a chauffeur.



1929 Clyno 12 HP 2 Seater Tourer
Registration no. OUI871 Chassis no. 28953

Engine 1496 cc 4 cylinder side valve (12bhp)
Gearbox 3 speed

This car is a Clyno 12hp 2 seater tourer 1929 model featuring the later style radiator.

The 10.8 HP was Clyno's first car and the mainstay throughout their existence, the 10.8, designed by AG Booth had a 1368 cc 4 cylinder side valve Coventry Climax model F engine fitted a Cox Atmos carburettor and a 3 speed gearbox. Initially no differential was fitted but this was soon added. From 1926 four wheel brakes were standardised. It was renowned for its reliability and economy.

About 35000 are thought to have been made including some sports versions and de luxe Royal models.

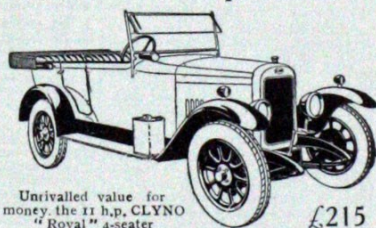
Having Developed from a Motor Cycle manufacturer, the Clyno Engineering Company (1922) Ltd, founded by Frank Smith, became the surprise success of British car manufacturing in the 1920s becoming the country's third largest car manufacturer in 1926. Based in Pelham Street, Wolverhampton, England they made in excess of 40,000 cars between 1922 and 1929 and around 100 cars survive.

The Motoring Sensation of the Year!

**CURRENT
PRICES
from £162:10**

**Unprecedented demand follows
further price reductions of the
CLYNO 11 h.p. model**

Instantaneous success has followed the CLYNO policy of further reducing the prices of 11 h.p. Models. The extraordinarily light steering, easy gear-changing and wonderful suspension, which are exclusive Clyno characteristics, are also associated with many refinements in coachwork and equipment hitherto only found on cars of considerably higher price.



Unrivalled value for
money, the 11 h.p. CLYNO
"Royal" 4-seater

£215

N.B.—The entirely new 13 h.p. CLYNO — the direct outcome of the world-wide popularity of the 11 h.p. Models — will be re-presented at Olympia by the 4-seater and the 4-door Saloon at £200 and £298 respectively.

	Without F.W.B.	With F.W.B.
2-seater...	£162 10 0	£170 0 0
Occasional 4 seater...	172 10 0	180 0 0
4-seater...	182 10 0	190 0 0
"Royal" 2-seater ..	—	210 0 0
"Royal" 4-seater ..	—	215 0 0
4-door Saloon ...	—	245 0 0
Chassis only...	135 0 0	142 10 0

CLYNO CARS

**MOTOR
SHOW
STAND
99**

**THE CLYNO ENGINEERING CO. (1922) LTD.
WOLVERHAMPTON**

LONDON: Showrooms and Export Department—
ROOTES, LTD., 141, New Bond Street, W.1

Service Works: Lodge Place, St. John's Wood
Road, N.W.8

Manchester, Lookers, Ltd.

Clyno

The Forgotten British Car Maker

Clyno Engineering, originally based in Wolverhampton, engineered and manufactured both cars and motorcycles during the early part of the last century and was, at the time, the third largest UK vehicle producer after Austin and Morris.

Clyno launched its first car at the 1922 Motor Show held at Olympia in London. It had a 3-speed gearbox.

Information from Just British Online Motoring Magazine; OldClassicCar.CO.UK; and other online sources.

How did LBC open-top roadsters evolve?

My personal theory that might actually be right but I doubt it:

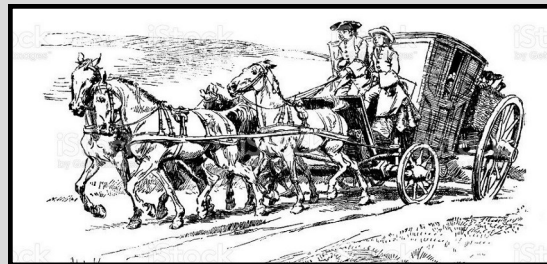
Why would a highly industrialized country that championed the industrial revolution and modernization, especially the wide diversity of automobiles and their early development, decide that a roof in a moving vehicle could be unnecessary, optional, or at least inconvenient to the point of disuse. It is well known, even to the British, that their climate is wet. Brits evolved in the rain.

Our historical investigation begins as the ice sheet recedes as the Pleistocene glaciation comes to an end opening up fresh real estate. The snow and ice mostly went away replaced with cold incessant rain. The prehistoric Brits made due with wet hats and/or wet hair.

Slogging through the mud and moors the rest of their clothes and bodies were wet as well. They did discover the use of the horse which allowed the more fortunate Brits to travel faster through the rain. Still at best they had wet hats.

Skipping ahead centuries of wet weather, the Imperial Roman Army left sunny Italy for rainy Great Britain. Rome abandoned all hope of taking over Scotland when they discovered it was rainier than England, they built a wall and went home. The Brits were still wet and didn't seem to mind. At this point in their iron age they invented rust which they later used as a major component of LBCs.

As long as they had horses they built coaches and wagons to haul people and stuff while the drivers (aka former peasants who couldn't farm) sat up in the rain and wind getting and staying wet. Fast forward



Britain's first horseless carriage, the "Malvernian"

to the industrial revolution when living in a foul, polluted slum was better than where you came from. At least you could get out of the rain for a bit. The Brits were tough cookies (or biscuits or whatever). Industry marched on and steam engines appeared. Then what we've all been waiting for—the automobile.

The car began as a horseless carriage (no horse but they kept the driver who was still out in the wind and rain). Eventually in a huge moment of social justice awareness

most drivers were enclosed as well. This did not sit well with all Brits—namely those who still liked or tolerated being wet at high speeds.

This brings us to the LBC. What vehicle can make a couple happy who experience a 50/50 split on a desire to be dry 100% of the time while driving with the other half who still have prehistoric tendencies to get wet. British ingenuity: the two-seat open roadster.



1920 Rolls-Royce Silver Ghost
"Coupé Chauffeur"

For the happy couple who are both so compatible that they are both throwbacks to the druids in the forest, the English just built open roadsters without a thought that a roof (aka hood) would be worthwhile.

Cont'd next page.

For those drivers/passengers who seek a reasonable level of domestic tranquility where there is a definite difference of opinion on getting wet at speed while getting pneumonia, the compromise solution was the convertible, ragtop, drophead, whatever. Concept is clear—execution not so much.

Fast forward to today in Utah. We have rain, and snow and cold but not everyday. Still the British solutions were varied and questionable. My TR4 has sticks that are mounted to the tub, and are articulated in such a way that numerous unfolding possibilities exist but only one will actually work to support the hood (convertible top). Once the sticks are in place and strapped down the top itself can be taken out of the boot (not much else can be in the boot if the top is there). Stretching the top over the sticks at temperatures below 85 degrees F in direct sun is a joy, assuming you have been able to fasten the leading edge to the top of the windscreen. In Utah the rain has ended by this time.

The MGB designers (descendants of ancient wet druids) thought it would be smart to store the sticks in the boot as well as the ragtop. To increase the “do-it-yourself in the rain” challenge the designers split the set of sticks into two halves with three parts each that need to be aligned, joined, and then fitted into receptacles inside the tub. The angry, wet other person in the vehicle, who doesn’t like to be wet, may or may not assist in this process.

Evidence for this apparent ambivalence to getting/being wet is not surprising; we see it elsewhere. “T” series MGs have forward opening doors that even when closed tend to catch any airborne water and bring it into the interior to prevent any chance of staying dry.

After LBC designers addressed the windscreen, then the top, the openings to the sides were thoughtfully addressed in a half-hearted, “let’s try this” approach: side curtains. Then, in 1961, Triumph rolled out (or up) the roll up window in the TR4.

So there you have it; the LBCs we so dearly and inexplicably love, are driven by wonderful people who sometimes get wet. -editor



MGTC Suicide doors



Morgan doors went the other way.



There will always be an England
Rain or Shine



Triumph’s answer for getting everyone wet.

Photos and image from various internet sources.

BMCU
2022 Schedule

Mar 13: St. Patty's at Black Sheep Bar and Grill, Sunday, 11:30am, - Roger and Jill Davis

Mar 26: Eureka UT, 6th Gary Meldrum Memorial Drive, - Cindy and Cory Wardell

Apr 9: Antelope Island Run with Jag Club—Pat and Donna Rich

Apr 23: Ogden Canyon/North Ogden Divide—Kent Jensen (Blue Car)

May 28-30: Memorial Day Tour to Vernal – Roger & Jill Davis

Jun 18: 30th British Field Day, Liberty Park SLC, - Jon Hermance

Jul ??: Eaglewood Festival of Speed Car Show - Bruce Oblad

Jul 16: Mirror Lake Run—Drew Frink

Aug 13: Trapper's Loop – Clayton and Sharon Merchant

Sep 5: State Street Cruise, decorate your car

Sep 24: Alpine Loop and BBQ in South Fork Canyon, - Drew Frink, Kent Jensen, Roger and Jill Davis

Oct 8: Nebo Loop? Fall Color Tour – Steen & Arlene Sorensen

Nov 12: Season End Banquet - Rich & Michelle Weyland

Ongoing: Park City Cars and Coffee: Third Sunday of the month, 9 am – noonish, put on by the Park City Car Club and held at Hugo Coffee, 1794 Olympic Parkway near the visitor center in Kimball Junction



The poster features a large Union Jack flag in the background. At the top left, the Liberty Wells Community Council logo is visible. The main title '30th Annual British Field Day' is written in a large, stylized font. Below the title, the date 'June 18, 2022' and time '9 a.m. - 2 p.m.' are displayed. A blue circular badge on the left indicates a '\$5.00 Donation' and 'Kids 12 and under FREE'. The event location 'Liberty Park' is written in a cursive font, followed by 'CAR SHOW' in large, bold, blue letters. Below this, 'Great Food!' is written in a stylized font, and 'STREET RALLY' is written in a bold, sans-serif font. At the bottom, there are images of a red classic car (MGB), a black motorcycle, and a yellow and blue open-wheel car. Social media icons for Facebook and Instagram are shown, along with the website 'britishfieldday.com'.

LIBERTY WELLS COMMUNITY COUNCIL

30th Annual British Field Day

\$5.00 Donation
Kids 12 and under **FREE**

June 18, 2022
9 a.m. - 2 p.m.

Liberty Park **CAR SHOW**

Great Food! **STREET RALLY**

Follow Us On:   For more info, go to: britishfieldday.com

Lucas Calendar 2022

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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

"McLaren Enters Metaverse In Partnership with InfiniteWorld

Luxury British supercar maker [McLaren Automotive](#) has selected [InfiniteWorld](#), a leading metaverse infrastructure platform that enables brands to create, monetize and drive consumer engagement with digital content, as its first official metaverse partner. "

From: Just British Online Motoring Magazine

Being stuck in the ordinary universe, I don't understand what the above paragraph actually means. I think it's a high-falutin' website. Good grief, if you have a McLaren go for a real drive!

-editor