

JULY HENSLETTER 1989 ISSUE 10

UPCOMING EVENTS

This month the newsletter includes a calender for the next few months listing club and other events that may be of interest. We hope to update this monthly if the idea is popular. The Cruise Nights listed were started by some the car clubs in SLC as a get together at a hamburger restaurant and mainly attracts hot rods and '50s and '60s cars of the nostalgia era. Don Boyle, who works for Eat-a-Burger and owns a MG-TD, met some of us British car owners at a KRSP cruise night and has encouraged us to attend. There is a slowly growing British contingent at these events. The Friday cruise nights start about 6 and run to who knows when, Saturday events are in the afternoon. If you are aware of any other events of interest contact Duff (487-5192).

The next event is the Alpine Loop which is a great run and was the first official event the group ever held. We will meet at the South West corner of the South Town Mall parking lot, 106th South between State Street and I-15 at 10 AM on Saturday July 8. There is a 106th South exit from I-15. We will attempt to find a two lane route from the mall to Alpine. From Alpine we will go up American Fork Canyon and then south down the Alpine Loop road. This is a true sports car road, hilly, twisty, and beautiful. We will stop for lunch at Sundance after driving down the road, so bring a picnic lunch. Then depending on the interest of the group we will either go back to Salt Lake via either Heber or Provo. This is a great trip for your first time with the group, so fill up the oil, check the gas, put on some sunscreen and come along. British cars are too much fun not to be enjoyed.

Remember the parade in Eureka August 19!!

September 1 - 4 is the date for the 6th annual vintange car race in Steamboat Springs, CO. It is about 350 miles to Steamboat Springs but the event is worth it even for a spectator like me. About 175 cars race with a large number of British cars: MGs, TRs, Morgans, Lotus, TVRs, Jags, Minis, Healeys and more. There is also a concours and and more interesting machines parked around the town. Julie and I have gone over the past four years and really enjoy it. I would suggest driving over on Friday and returning on Monday (Labor Day), practice and racing is Saturday and Sunday. For more information contact Bill (581-7687 (W) or 582-9223 (H)).

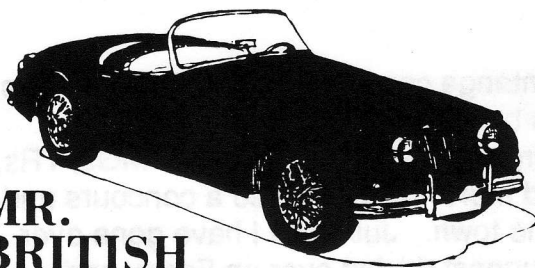
We need some ideas for the September event.

EAST CANYON AND BEYOND

Fourteen cars appeared for the East Canyon run including a number of TR's and a '46 MG TC. Allen Tanner collected the TRs by calling everybody in the group with a TR and asking them to come. He says he is tired of being the only TR there. Three cheers for Allen! We also had Jonathan Hanson from the Healey club join us with a beautiful car. After much talking and looking at cars twelve cars started off on the run. Two could not go but had come to see what was going on. We first went up Emigration Canyon turning a few heads on the way. The gaggle then went over the summits of Little Mountain and Big Mountain, the two big hills on the trip, with no major overheating problems and cruised down easily to pass East Canyon and Echo Reservoirs and into Coalville where we stopped for a late lunch. We had our traditional discussion of what we are going to do next month, the Alpine Loop, plus patches, jackets and what-not. Then we went down to the train station - senior citizen center to take the annual picture. We could barely fit all the cars in the parking space. Next on to Rockport Reservoir and Brown's Canyon. Kees had suggested that we do a lap of Main Street in Park City on the way back and while doing this, and gathering more than a few turned heads, the TC started to loose power and back-fire. We quickly got twelve or more opinions on what was wrong and how to fix it. After some messing about we got the TC over Parley's summit, only to have one of the Bs stop. The problems appeared to be a leaky carburetor float and dirt in the fuel line, perhaps with a vapor lock, for the TC and a battery that shorted out in the B.

This is the largest group that we have ever had at an event and we hope to get a bigger one next time. A great time was had by Anne, Richard, Neal, Marilyn, Ken, Nancy, Kees, Rich, Shirley, Duff, Judy, Allen, Dave, Steve, Jan, Jonathan, Julie, the folks in the yellow B whose names I didn't get, and myself. We are still looking for some TDs, TFs, bugeyes, Morgans, Jags, more TRs, MGs and TVRs and everything else British on the next run.

MG TRIVIA QUESTION OF THE MONTH. The identification number assigned to the first car in a series for many MGs (Most pre-war, TC, TD, Y) is 0251, i.e. the first MG-TD was number TD 0251. What is the significance of this number?



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A Maiden Voyage (As 'Twere)

After an embarrassingly long time up on blocks and with much TLC, and with encouragement from Bill VanMoorhem and Roy Beale, my TC had an adventuresome "maiden voyage" on the East Canyon rally. She, Richard and I sailed up over the summit with a noble burst from the tachometer and a surprisingly cool heat gauge. We all shared in a thumbs-up triumph and ambled on to a picnic and meeting in Coalville.

From there to the back door of Park City we enjoyed pleasant motoring but, from the Yarrow on, Trouble. The TC's missing and sputtering led me to think of vapor lock. Several supporting calls of "Keep going!", "Don't stop!" got us to the top of Main St. and we led the eye-catching Parade down to the Kimball Art Gallery.

The exhilarating glory got left behind and the mystifying, challenging work of getting down Parley's canyon and home began. Thank goodness for your flashers, tow ropes, tools, muscles, mechanical knowledge and camaraderie. A bad float and related problems were the culprits: somehow, two cylinders can't hack it downhill or not, and we didn't have enough steam to make the incline of the exit out of Foothill.

Richard (whose expertise includes theatre and chicken pasta salad, but NOT cars) and I were going to wait for Bill to return with his Jeep and tow rope when out of nowhere, a friend of his appeared and offered a tow!

So, a Parade with flashers, began proceeding north on Foothill, 13th East and west on South Temple only to have the tow rope snap somewhere near G Street as the TC began disappearing in a cloud of blue, smelly brake shoes smoke. Rich secured the rope and we proceeded up E street to the welcome sight of home. Bill's good Samaritan friend helped push us into the security of the garage, Rich singed his hand on a mighty hot, smoking tire and we left the door open for the TC to have a much needed quiet and cooling rest.

Meanwhile, up on the summit, STEVE'S MGB was suffering electrical problems!

For me and my TC, the long overdue excursion was the most fun we've had since we braved it up to Albion Basin years ago. We can't wait for the Alpine Loop. With Bill's and Roy's mechanical geniuses at work and my enthusiasm, we'll make it.

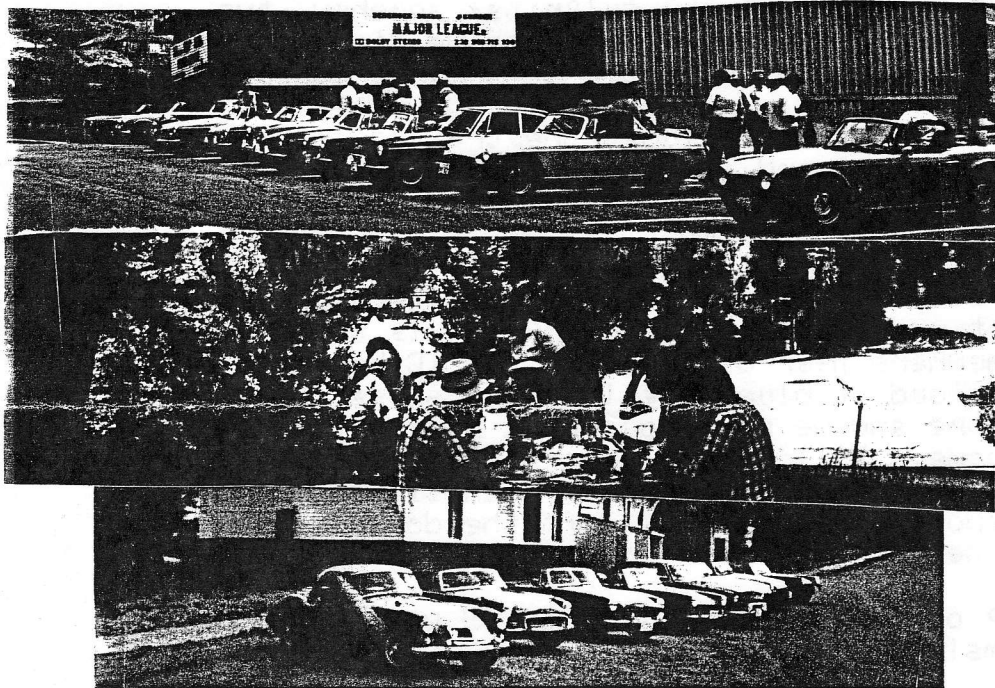
Thank you all for including and helping us. By Golly, the Age of Chivalry ain't dead! Damsels in distress can still be rescued, age being relevant! Anne deBruin (TC Annie)

THANKS FOR THE SUPPORT

The response to the call for dollar help to get the news letter out was quite special. Many of our members and one of our commercial supporters sent in checks to pay for stamps, envelopes and copy costs. At the start of the fun run to Coalville, the donation can was passed around and even more was received. I would like to personally thank you for supporting the news letter. I'll put a report on what we've got in the next issue.

WE'RE ONE YEAR OLD NEXT MONTH

About one year ago a group of us (5 cars in all) got together for the ALPINE loop. We now have between 30 and 40 active members. If you can - show up for this year's ALPINE loop. Let's have a special birthday party.



← The Get Together prior to the Fun Run thru East Canyon to Coalville and Park City.

← Picnic at Coalville

← Last Year's Coalville Run - Notice the increase.