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British Motor Club Of Utah

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Texas Red's

The annual end-of-the-driving-season dinner will be at Texas Red's in Park City on Saturday October 15. Those going from Salt Lake can meet at the K-Mart at Foothill Boulevard and Parley's Way at the mouth of Parley's Canyon at 5:30 PM. Parley's Way is the street you will end up on if you try to go East along 2100 South. Generally the group likes to go Park City via Emigration Canyon to get one last run in before the snow flies. If you are coming from somewhere other than Salt Lake you can meet us in Texas Red's on Main Street in Park City between 6:30 and 7:00. Texas Red's is on the left side of the street as you go uphill in Park City. For parking try the parking structure behind the restaurant. Meals are on the inexpensive side (we all need to buy parts this Winter.). We welcome you to come without your British car, but tradition requires you to bring a part of it along.

Floyd and Kathy Inman are making arrangements and you can call them if you have questions at 645-8460 in Park City. Make sure your lights work.

If your lights don't work

Come to the Fall Tinker Day at Mark Bradakis' Fat Chance Garage, Social Club and Belly Dance Boutique (he can explain.). Tinker

*Why does it make any difference which way the ignition coil is wired?
Hint: some of the answer can be found in this newsletter.*

Days are a good chance for you to get lots of free advice on any problem you may be having with your car and a bit of help fixing it too. You will need to have the necessary parts however. Give Mark a call to find out if we can help and what parts you may need, if you are not sure. His phone is 364-3251. We are normally well supplied with tools. Although it often snows on the Spring Tinker Day, the Fall event is normally dry. We will start tinkering about 10:00 am and continue until everyone goes home, normally about mid-afternoon. Stop by with or without your British car and with or without a problem.

The best way to reach Mark's house and garage is to turn North onto Park Street (540 East) from 800 South in Salt Lake City. Mark's driveway is to the right at the point where Park Street jogs left. His address is 739 South Park Street. Parking is normally tight, try to park close, but don't block the street.

Park City Miner's Day Parade

by Floyd Inman

BMCU was represented at the recent Miner's Day Parade, on Labor Day, in Park City by Doug & Ilene Wimer (and brother Gaine with wife Nancy), Mike & Sharon Bailey, Jon Hermanance, non-member (but soon to change) MG-TD owner Don & Kay Amers with their daughter, and Floyd & Kathy Inman. Stuck in the pits were Gary & Sandy Lindstrom with a broken axle. David & Carol Stephens were also in attendance, although from the side lines as David's TA is not quite there (he

says it will be ready for the University of Utah Concours).

The parade organizers, the Rotary Club of Park City, asked that we provide transportation for the Grand Marshall of the parade, which was an indication of the respect we drew. Floyd got the short straw (he was the only one willing to have signs pasted all over his car and kids crawling over the boot). It did place his car in front of the horses, however!

The beauty of the Park City parade is that it is all DOWN HILL, giving all of us with overheating cars the opportunity to run the route with the engine off. No over heating problems here.

After the parade we all met at the Inman's for a hamburger barbecue. I believe that a great time was had by all and we should organize this parade as one of our regular club activities.

Editor's Note: We were invited to take part in this parade after the August newsletter was sent out and it took place before the September issue was ready. Floyd got a group of T-series owners together to take part. It sounds like it should be on the calendar for next year.

A Tour to the West

A small but hardy group, including a lot of new faces, gathered at 9:00 AM on Saturday September 17 to make run onto the edge of the west desert. We headed out with Stewart Nichols leading in a Sunbeam that must have had extensive body work (the real Sunbeam had clutch problems). After stops at Saltaire and in Grantsville, we entered Skull

Valley, the next valley to the west of Tooele Valley, and motored along an amazingly straight road. Although the countryside is rather barren, it has a strange beauty and appeal. We discovered that the store was open and stopped to get a drink, let one of the group check the oil supply and to make a pit stop. The half dozen customers all inspected the cars closely and we had a brief chat with some of them. British cars appear to be unusual in those parts. Then, we went down to Dugway and over Johnson Pass into Rush (or Tooele) Valley. The pass tried to make up for the lack of curves on the Skull Valley road. Then, a run up to Grantsville and lunch. The trip isn't the Alpine Loop, East Canyon or Trapper's Loop, but was interesting and most participants seemed to enjoy it.

Venturing into the unknown were: Jim Muir, with wife and family, Joe Martinez, Dave Munk, Kevin McCluskey, Mark Bradakis, Dave and Patrick Jennings, Mike Odernheimer and son, Stewart Nichols and Bill and Julie Van Moorhem.

The SU is gone

"SU built its last production car carburetor last Monday and delivered it to Rover Cars for use in a Metro. Subsequent Metro's will have fuel injection in order to meet the tighter emission standards of the future. From now on, all carburetor production will be for use in the replacement market.

"30 years ago SU was a byword for British technology and twin SU's were a symbol of high performance. SU dates back to 1905; they were bought by Morris in 1926 and became part of BLMC and then Rover. At their peak (1960's), SU built 30,000 carbs a week; today carbs are less than 10% of their

The Lucas Calendar

This calendar works about as well as its namesake, so use it with care. Club events have **bold** dates. The others you may find interesting. All events are subject to change.

September 2-5. Steamboat Vintage Races. (It will probably be too late to attend by the time you get this newsletter, but it's not too late to plan for next year!)

October 1. Mt. Nebo Loop.

October 7-9. The S.W. Idaho Sports Car Club show and rallye in Sun Valley, ID. For information contact Dave or April Erickson at 208-376-3996.

October 15. End-of-the-season dinner at Texas Red's in Park City.

October 28-30. Mini GoF in Flagstaff, AZ. Contact Lee Kaplan at 602-937-1203 for information.

November 19. Tech session.

January 21. Tech session.

February 11. Pot-luck dinner.

July 12-16. GoF in Ventura, CA.

July 26-30. Vintage Triumph Register meet in Rockford, IL.

August 18-20. BMCU tour to the Cedar City Shakespeare Festival.

production. They're currently owned by the Echlin Group of the US."

Paraphrased from *The Times of London*, Monday, September 5th by Felix Klauser of the British car e-mail news group.

Coil wiring

Since British cars, among others, can come with either positive and negative ground, and since it is easy to switch from one to the other (if the car does not have an electrical tach) — just swap battery leads and repolarize the generator. However, the question of how to hook up the ignition coil should arise. The question is further complicated by the marking on the coil, either +/- or SW/CB. This issue recently appeared in the British Car e-mail newsgroup and a very clear answer was given by Chip Old:

"The original coil was labeled 'SW' (ignition switch) and 'CB' (contact breaker) to indicate which wire went to what (but see last paragraphs

below to confuse matters). On a positive ground car, the ignition switch is the negative (-) side of the circuit, the contact breaker (points) completes the circuit to ground (+). If your coil is a replacement marked '-' and '+', connect '+' to the points and '-' to the switch.

"The car will probably run if the connections are reversed, but you won't get as hot a spark. You'll notice it under load and at high speeds.

"In most of our cars the original coil is long gone, and wiring up a replacement isn't always as straightforward as it might seem to be. If your coil terminals are labeled '+' and '-', make sure the terminal corresponding to the grounded battery terminal is connected to the points. In other words, for a positive ground system, the '+' coil terminal is always connected to the points, and for a negative ground system the '-' terminal is always connects to the points.

"It gets trickier when the coil's terminals are marked 'SW' and 'CB',

because not all 'SW/CB' coils are created equal. Some are intended for positive ground systems, and others for negative ground systems.

"Sometimes (but not always) the coil will be labeled 'Positive Earth' or 'Negative Earth,' which makes things easy. If your coil matches the electrical system (i.e., positive earth coil on a positive ground system or negative earth coil on a negative ground system), then connect CB to the points and SW to the switch and you'll always be right. If you use a positive earth coil on a negative ground system (or vice versa), reverse the connections.

"If a 'SW/CB' coil doesn't say whether it is for positive or negative ground, start by assuming it is for positive ground. That's usually a safe assumption since most unlabeled coils are pretty old, dating from the days when most BritCars used positive earth systems. A well-equipped shop can test for correct polarity, but you can do it yourself with a common lead (actually graphite) pencil. Pull off a plug wire and start the engine. Hold the plug wire close enough to the plug for the spark to jump the gap, and hold the pencil point in between. You should see a flare from the pencil point toward the plug. If the flare is from the pencil point toward the plug wire, then your coil connections are backwards.

"Oh yeah, you might want to wear thick rubber gloves while doing this..."

Chip Old is well known to T-series MG owners for his series of articles in "The Sacred Octagon" on car maintenance.

Advanced Warnings

There will be a technical Session on Saturday, November 19. The topic is yet to be decided. We will poll the group at the dinner at Texas Red's.

Left over parts

BMCU members Dave and Muriel Machovec's '61 MG Magnette made the cover and Collector Guide feature of the current issue of MG Magazine. The car was photographed at the GoF-West in Calgary. Nice going.

We sent out 232 newsletters in September. Many thanks to Jim for copying them.

We are still on hold for the repair of the grill badges.

John Thornley, Managing Director of the M.G. Car Company from 1956 to 1969, one of the founders members of the M.G. Car Club, and author of "Maintaining the Breed," died in July. Thornley joined M.G. in 1931 and was part of the company through nearly all of its history.

Dave Stephens reports that he attended the University Motor's Summer Picnic in Grand Rapids, MI, although without his MG-TA or F-type. He promises us a report. This is the biggest MG gathering in the U.S.

Seen at the Senior Citizens Concours at the U of U, with a car in the show, were: Bob Riemenschneider, Bugeye Sprite; Gary and Carol Walkingshaw, Jaguar Mk IX; Laurie Hope, Lotus Europa; Ray Cannefax, Bugeye Sprite Racer; and Roger Davis, Sunbeam Alpine Racer. A large number of members were seen walking and looking, too. If you

enjoy this show you should tell Dave Stephens — he is one of the original organizers of the show.

Mark and Karen Bradakis will again be organizing a trip to the Shakespeare Festival in Cedar City for August 18-20, 1995. If you are interested in attending give Karen a call at 364-3251. Early planning is necessary.

Ideas that surfaced for a tech topic include cooling systems, body work (i.e., rust repair) and transmissions. I was reminded that we did transmissions last year. Any more ideas?

Recent new members include: Dave Munk, Dave has a '66 Sunbeam Tiger; Neal Wheeler, Neal and friend Marilyn were members a number of years ago but the Midget ended up on blocks for awhile; Robert Larsen, Bob has a '72 MGB-GT and a '65 MGB; Kisten Wenger, Kisten drives a '79 MGB; John Todd, John has a '74 TR6; and Greg Sorenson. Welcome! Come on out to an event.

Some of you may have heard that Pete Gerity (Green TR3 owner and regular seller of tickets at the Alpine Loop) has moved to Logan. Pete is one of the original five that started the club.

Would you like to be involved in running the BMCU? We have elections for the board of directors in February and welcome anyone who wants to get more involved. The present board is made up of Marty Van Nood, Mark Bradakis and Bill Van Moorhem.

Did you notice that there was no drawing on the mailing label side of the newsletter last month? We have exhausted our supply of British Car drawings! If you have any, make us a Xerox copy. We are in need of a new supply. Check out your books, catalogs, shop manuals, etc.

Autojumble

For Sale. '60 Morris Minor, needs engine and transmission, otherwise complete, rust free. Extra parts include two rust free doors, 850 and 948 blocks and a mystery transmission. Make an offer. Call Bill at 322-3400 (W) or 968-0610 (H).

(answer from page 1) Chip Old give part of the answer: the car will run better. Why? If the coil is wired correctly, the spark starts from the center electrode of the spark plug. Since this electrode and the gases around it stay very hot, and the spark can start more easily through hot gas, a hotter spark results. Also, any metal transfer will be from the center electrode to the outer electrode. In extreme cases, this may prevent the outer electrode from detaching from the spark plug body and becoming a piece of metal flying around inside the cylinder.

From the Exchequer

Balance as of 8/5/94 (Account has \$561.42, Editor has \$42.86).	\$604.28
September Newsletter postage (from Editor)	-\$66.12
August Donations (to account)	+\$1.00
September Donations (to account)	+\$11.00
Balance as of 8/5/94 (Account has \$573.42, Editor is owed \$23.26).	\$550.16

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This newsletter is published by the British Motor Club of Utah, Ltd., a non-profit corporation of British automobile owners. The group hold monthly events: drives, picnics, technical sessions, and more. We welcome owners (or potential owners) of British cars, in any condition, to the group. Membership in the BMCU is free, but we ask for a donation at events to support the newsletter and other activities. If you would like to join the group, send your name, address, and a list of British cars owned to Reed Baier, 13052 Blaze Court, Riverton, UT 84065 or call Reed at 801-2531901 (H).

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