

# British Motor Club of Utah

June 1996

Volume 8 Number 11

## *British Field Day*

It's field day time again. The field day has become the biggest event that the BMCU runs. Last year I know there over sixty cars and bikes registered and I heard over a hundred! We hope to have a more impressive a showing this year. The Field day is organized by St. Mark's Cathedral to raise funds for Hildegard's Pantry, the emergency food bank run by the cathedral. Saturday, June 22 is the date and St. Mark's Cathedral, on 100 South between 200 and 300 East, is the place, with the event opening to the public at 10:00 AM and ending at 3:00 PM. All cars and bikes should be in place by 9:30 AM. There will be a car and bike display, a swap meet (bring along those parts you want to sell), food and drink from Asbury Pub, plus who knows what else.

All British cars and bikes, in any condition are wanted in the display. We want everything, from concours quality to "I barely got it here and I don't know if I will make it home." We certainly want to see some daily drivers in the display. Bring those cars out. Don't be shy.

As part of the Field Day we like to get some of the cars moving. This normally involves a short, tight, and slow autocross or a Funkhana. Be sure to run your car through it. We regularly get coverage from some of the TV stations and the papers. They want pictures of cars and people doing something. Also moving cars attract people, and we are trying to attract people to raise money for Hildegard's Pantry. You don't have to be serious, but run your car

around the circuit. You won't look foolish and it really helps the fund raising.

Bill Davis, of the BMCU, the Utah British Bike Club, and St. Mark's Cathedral organizes all of this with the help of a committee. They have been meeting for the past month, but can certainly use additional help. Give Bill a call at 322-3400, (at the Cathedral) or at home 364-1816, if you would like to help out. If you can't help out in advance, come to the Cathedral about 8:00 AM, with your car, to help out getting things set up, cars parked, and the whole event organized. If you can't get there early help us out during the event, we need volunteers to time the autocross or Funkhana, to collect admissions, to talk to people about the club, and a dozen other things. Also a lot of help is needed to take everything down after the event.

Enclosed with this newsletter should be a registration form. Registration is \$5.00 per entrant. This gets you admission for you and your family and allows you to bring in any number of cars. If you want your name to appear in the program the registration form must be returned by June 15, but registration will be accepted to and including the day of the event. Admission for spectators is \$3. or 4 cans of food.

Any questions? Give Bill Davis or the editors (Bill or Julie Van Moorhem) 582-9223(H) a call.

## *Antelope Island*

A small but intrepid group of British car owners gathered for the Antelope Island trip. The sky was gray, the weather forecast grim, but we headed North with hoods erect. The wipers remained off until Bountiful where the sky opened and the rain fell. We made a quick stop while our leader examined his right rear wheel, found nothing wrong and continued on. A second stop in Farmington because the TC was experiencing flooding (in the cockpit), and they decided to retire from the fray. A few miles later the rain stopped.

Reaching Antelope Island we headed to the picnic area at Lady Finger Point. Here everyone decided that eating in the cars would be better than sitting on a wet picnic bench in a cold wind. Returning to the cars, we noticed two loose lug nuts on the right rear of the leader's car, and quickly tightened them. We then noticed several secure-looking buildings down the coast a mile or so and planned to drive to them to escape the wind. As the group started off, one car wouldn't start. A quick call for jumper cables produced a pair and we got it going. At the buildings we found a reserved sign on an empty building with an open door. The group flowed inside for a reasonably comfortable lunch. After lunch, the group went in several directions, some toward home and others around the island before heading to the city.

Joining in on the trip were: Doug & Ilene Wimer, Ken, Tamara & Sean Lolmaugh, Doug & Thaur Borba, Bryon & Rayla Simpson, Mike & Michael Odenheimer, Chris, Lynn & Jason Chandler, and Bill and Julie Van Moorhem. Checking out the group in Salt Lake was Jon Hermance.

*What's a Triumph Mayflower?*

## *A Car-Lover's Visit to Britain*

By Karl Best

I was recently in Britain on business, and made it a point to see a few British car-related sites.

First on the agenda was the National Motor Museum at Beaulieu (pronounced Byew-lee), just south of Southampton. The museum is situated on an ancestral estate, which also includes a ruined Cisterian abbey from the 14th century. The previous Lord of Beaulieu had begun collecting cars, as does the current Lord, and these have formed the nucleus of the museum. About 200 cars are on display, as well as a number of motorcycles, trucks, and even a couple old bicycles. Being an MG fan, I was quite disappointed with seeing only two examples of the marque: a 1935 PA and a 1930 M-type with fabric body and boat tail. (For all you Triumph fans that are beginning to snicker at this, there wasn't much better of a showing for Triumphs: only a TR2 and a Herald were to be found.)

A few other highlights of the museum were a Austin-Healey 100M, a '62 Lotus Elite, a Jaguar XK150 drophead, and an XJ220, billed as the world's most expensive production car at 403,000 pounds, about \$600,000, though I know for a fact that a MacLaren F1 is going for \$850,000. My favorite was, however, the 1930 Bentley blower appropriately attired in BR.

They also had a collection of speed record cars that had set records at Bonneville, Dayton, and other places. Included here were the Sunbeam, the first car over 200 mph, and the Bluebird, the first car to attain speeds of 300 and 400 mph.

Also on display was the first Japanese car imported into Britain, a 1930(?) Datsun, brought over by Morris(?) to check for patent infringements.

Most all of the cars were in driving condition, and many take place yearly in the London to Brighton Run. One thing I was quick to note: while many nationalities of cars were on display, only the British cars leaked oil. (Seriously! There were catch pans under any of the cars that had oil in the engines, and the British ones leaked while those from France, Germany, or elsewhere didn't.)

Another car-related stop was Abingdon, site of the MG car factory, a Mecca for MG enthusiasts. Unfortunately it was Saturday, and the MG car club offices (the only thing left to see anymore) were closed, so I didn't stay long. I peered through the window of the club office in the old MG company administration building, saw Kimber's office window, and a couple of the remaining factory buildings. I recognized the street from old photos, including the famous shot of scores of pre-war cars lined up for delivery. While I was wandering about a gentleman in a rubber-bumper MGBGT-V8 stopped to drop off something at the office and we chatted for a few moments. It looked like he was off for a drive with his wife; there was picnic stuff in the back of the car.

Later in the day on a tour of the city of Oxford and the University (just up the road ten miles from Abingdon) the bus tour guide said that Lord Nuffield (previously Morris, the owner of the Morris car company) had endowed Oxford with just under a million pounds, and created Nuffield College; a bit of trivia I hadn't heard before.

While driving around London and the south of Britain I saw lots of Jaguar sedans, one Morgan, a couple MGB's, a few old Morris Minors, one MGF(!) and a few beautiful TVR Chimeras. The MGF was going past me on a narrow curve, so I didn't have a chance to look at it more than long enough to spot the grill badge, but I was able to drool over a Chimera in a parking lot for several minutes; in looks it's sort of a cross between a Mazda Miata and a Chevy Camaro, but much more desirable (to me, anyway) than either. The impression I got wandering and

## *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.

June 8-9. Intermountain Vintage Racing Snow Basin Hillclimb. For information contact Rich Sheya, 264-8692.

**June 22.** British Field Day. Bill Davis.

June 22-23. Bonneville Austin-Healey Club Healey Days in Park City. Contact Doug Lewis 255-8161 for information.

June 26-30, 1996. MG International -- Indy 96.

**July 4.** Sandy Parade.

**July 13** Alpine Loop.

August 10-18. GoF-West. Stephenson, WA.

**August 24.** Trapper's Loop.

August 30 - September 2. Steamboat Springs Vintage Car Races.

**September 2?** Miner's Day Parade in Park City. Floyd Inman.

**October 5.** Mount Nebo Loop.

**October 19.** End-of-the-Season Dinner.

**November 16.** Tech Session.

**January 11.** Tech Session.

**February 15.** Pot-Luck and Business Meeting.

driving the streets of London and the South was that about a quarter of the cars were British, a quarter German, somewhat less than a quarter French, and the rest Japanese. That compared to Munich, where I was the following week, where over half the cars were domestic German, a quarter other European marques (almost no British, though), and the rest Japanese. The German car industry is certainly healthier than the British. Many older British cars were originally

## Switching Ground Polarity, Part 1

positive ground (positive earth, the British would say). Since positive ground cars seem to be nearly non-existent now, finding a modern radio, CD player or CB to work in one is difficult, if not impossible. Modern auto electronics seem to be designed to only work in negative ground cars. In this situation you have two choices, one, mount the electronic component so that it is (and will remain) insulated from the car chassis and wiring it backwards (hooking the power lead to the chassis and the body of the component to the "hot" side of the battery, or, two, changing the car to negative ground. Changing a car, with a mechanical tach, older fuel pump and no ammeter, from positive to negative ground is very easy to do. If you have an electronic tach, new fuel pump and/or ammeter a bit more work is required.

1. Disconnect the battery. (When disconnecting the battery always disconnect the ground lead first. This reduces the chance of your wrench shorting out the battery. Also take off your watch and/or rings.)
2. Turn the battery around so the negative terminal can be grounded.
3. Disconnect the leads from the generator either at the generator or at the regulator (these connect to terminals D and F on the regulator).
4. Reconnect the battery with the negative side grounded. The positive and negative terminals on batteries are often different sizes and you may need new leads.
5. You must now re-polarize the generator. To do this connect a fairly large wire (14 gauge or so) to the positive terminal on the battery (or the point on the starter switch where the lead from the

battery is connected) and momentarily touch the other end to the field terminal (the one that had the small wire connected to it) on the generator (or the wire you disconnected from terminal F on the regulator. Be prepared, it will arc. Do this two or three times. Disconnect the wire from the battery and hook up both the generator leads as they were before.

6. At this point the car will run with negative ground, but may lack power at high RPM.

*You'll find the second half of these instructions in next month's newsletter.*

## Left Over Parts

The Field Day is rapidly approaching and Bill Davis needs help! If you would like to help out with this event contact Bill at St. Mark's Cathedral, 322-3400, during the day, at home at 364-1816, or at the Land Rover shop at 486-5049. Bill has been meeting with his regular assistants, but he could certainly use more help. This has been a great event and we need to keep it growing. Give Bill a call.

The annual "Bear Hollow Hillclimb" will again be at Snow Basin on June 8-9. To participate you must have a fire extinguisher (5BC), a roll bar on an open car, and a helmet (Snell 85 or newer). The entry fee is \$45. Contact Rich Sheya at 264-8692 for information.

The event next month will be the 9th annual Alpine Loop Run. This is a major club event so get Saturday, July 13, marked on your calendar.

Roy Beale is no longer associated with "Mr. British," the company he started a few years ago. Roy sold the company about a year ago due to health problems. It is reported that "Mr. British" is now on the verge of collapse or has collapsed. Roy's health has improved and he is considering starting a new business, but, in the mean time, is working out of his house. If you

need to contact Roy call him at 964-6313.

We are now affiliated with the North American MGB Register. NAMGBR wants us to have at least 8 of our members join the national group to continue to provide us the benefits of affiliation. If you own a B or a '60's or '70's midget you can join the NAMGBR. Membership is \$25. / year and you get their magazine, can take part in a national club, and will help out the BMCU. Mike and Sharon Bailey, 262-9361, have membership forms. We will try to get the forms to the events throughout the year.

Grill badges! If you ordered and pre-paid for one be sure to pick it up. The following people have paid for one and have not picked it up: David Tyler, Howard Bartlett, Russ Meyer, Tom Barnard and Robert Hendricks. The list is getting shorter, but we will be making a serious effort to clean up the current list of grill badges and start a new order. If you are still due one please call the editor, Bill, at 582-9223. Grill badges are \$20. each

Plans have been determined for the tour to the '96 GoF-West in Stevenson, WA, August 11-16. This is an MG event, mainly for Pre-War and T-series cars. If you are interested contact Gary Lindstrom at 532-1259 for information. It appears we will have a sizable group going this year. For sale, 1976 TR7, Coupe. Stored inside,

## Autojumble

on blocks, for the last 15 years, 53,253 miles, copper color, air conditioning. Excellent condition, \$3875. Call Larry Hansen, 486-5627.

For sale, Triumph Mayflower? We don't have details on this one but Kees Versteeg (322-1718) has seen it. It may be the same one that Mark Bradakis and Jim "Pugs" Pivrotto saw some time ago. Kees reports the price was \$500. If it is the same one, Pugs says it is without a title.

## From the Exchequer



*From question on page 1: Triumph built 35,000 of these VW Beetle sized cars from 1949 to 1953. All but 10 were two door saloons. They are reported to be "flexible and frugal, but razor-edge upper works don't blend well with slab sides and handling just isn't." The 10 drophead coupes are VERY highly desired however.*

Balance 4/17/96	\$1,309.95
May Newsletters	-\$49.32
Donations	+\$55.00
Interest	+2.15
Balance 5/18/96	\$1,317.28

Board of Governors: Mark Bradakis, Governor General; Joe Martinez, 255-8326; Diane Piviroto, 486-0547; Marty Van Nood.

Chancellor of the Exchequer: Martin Van Nood, 268-4105 (H)

Newsletter Editors: Bill and Julie Van Moorhem, 582-9223 (H), 581-7687 (W)

Associate Editors: Mark and Karen Bradakis, 364-3251 (H)

Newsletter Layout and Art: Nathan Massie, 486-2935

Membership director: Bruce Schilling, 486-0425  
This Newsletter is published by the British Motor Club of Utah, Ltd., a non-profit corporation of British automobile owners. The group holds monthly events such as drives, picnics, technical sessions, and more. We welcome owners (or potential owners) of British cars, in any condition, to the group. Membership 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 Bruce Schilling, 917 East Mill creek Way, Salt Lake City, Utah 84106 or call Bruce at (801) 486-0425.

## British Motor Club of Utah

1322 South 1400 East  
Salt Lake City, Utah 84105

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Gary, Sandy & Daisy Lindstrom  
915 Third Ave.  
Salt Lake City, UT 84103-3916

