

British Motor Club of Utah

July 1996

Volume 8 Number 12

July will be busy!

There are two events in July: the Sandy 4th of July Parade and the 9th annual Alpine Loop Run.

Sandy 4th of July Parade

The Sandy parade has become a regular for the group. It's the kind of parade the BMCU fits well into—not highly organized, eclectic, and intended to be fun for both the participants and observers.

The parade starts at State Street and 9400 South and heads east to about 700 East on 9400 South. We will meet in the general vicinity of **9400 South and State** (ask someone where the BMCU is gathering or park and look around) at about **5:00 PM**. The parade starts at 6:00, but the organizers always want everyone in place early. The parade is fairly long and at present we have no idea if we are near the beginning or the end. The parade route is long and it is somewhat difficult to get back to the beginning after the parade. If you have multiple cars it may be better to leave the "foreign" car at the end rather than the beginning.

The parade ends at the Sandy Mall (780 East 9400 South) and there have been a few restaurants open in the mall after the parade, if you want to get supper. As in all parades make sure your horn works, or pick up a couple of those compressed gas horns for added effect. Candy is thrown in

this parade, if you want to do that. One of the things that has become traditional in this parade is for us to find a piece of candy laying on the street, drive up to it and pick it up without opening the door. When the crowd figures out what you are doing, they love it.

9th annual Alpine Loop Run

It was on the Alpine Loop that the BMCU was organized in 1987 by the owners of the five cars that drove the Loop. Four of those five owners are still involved in the club.

July 13
The event has changed a bit over the years as the group has grown bigger. We meet in South Towne Mall, **10600 South and State Street**, in the Southeast corner at **9:00 AM**. Leaving the mall we will head south down State, and jog over onto the I-15 frontage road near the National Guard Armory. The Frontage road takes us past Point of the Mountain and onto the road heading east past the Micron Monument, the Alpine store (where we normally make a pit stop), and up American Fork Canyon. From American Fork Canyon we start on the Alpine Loop Road, a very narrow,

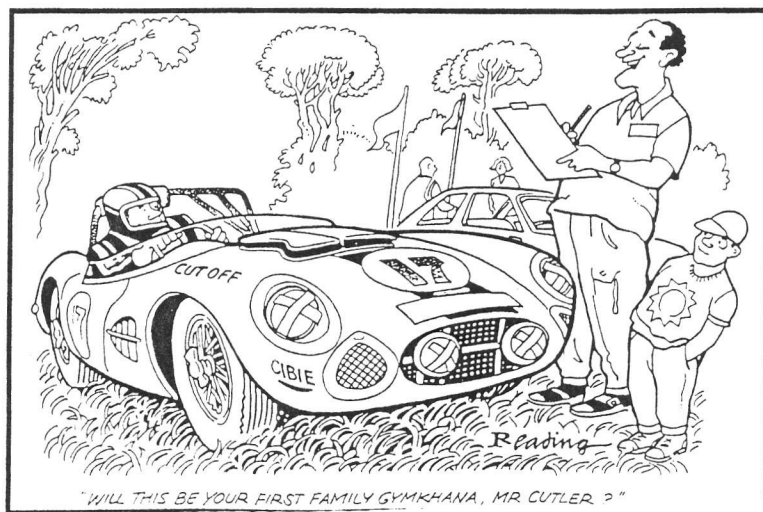
twisting, and highly scenic road connecting American Fork Canyon with Provo Canyon. Watch those temperature gauges as you climb to the crest before heading down the other side.

After passing Sundance we enter Provo Canyon, pass Deer Creek Reservoir and enter Heber. At the Heber City Park, we will stop for lunch in the welcome shade of the trees. Either bring a lunch or buy one in Heber. This is also the site of the prize drawing for the raffle tickets you bought at South Towne Mall.

From Heber we will climb the hill to the East of Jordanelle Reservoir, turn right in Francis, pass through Kamas, Oakley, and Peoa. Going west in Brown's Canyon will bring us out on the road connecting Kamas and Park City. Into Park City for the traditional cruise down Main Street and out to I-80 near the K-Mart for a final stop. Here we break up with everyone making their way up I-80 on their own.

For more information on either of these events contact the editors, Bill or Julie, at 582-9223 (H) or 581-7687 (W).

When did the MGB first appear? How long was it in production and many were built?



"WILL THIS BE YOUR FIRST FAMILY GYM KHANA, MR. CUTLER?"

Switching ground polarity, part 2

This is the last of a two-part series describing how to change the polarity on your "positive earth" car. Last month we had gotten the car running, now to check out the coil:

7. It is likely that the ignition coil will also need to be reconnected to account for the change in the polarity of the ground. Since the car likely does not have the original coil, and the coil may or may not be correctly wired when it was replaced, it is best to test this before making changes. Start the engine and remove a spark plug lead. To do this you may want to use some heavy rubber gloves or rig a way to use a dry wood stick taped to a spark plug lead, or you may find yourself sitting on the garage floor wondering what happened. Hold the lead so that a spark jumps from the plug lead to the plug terminal or the engine block. Take a wood pencil and hold the point so the spark jumps to the point of the pencil and then to the plug or engine block (I am told to beware of the metal ring on the pencil holding the eraser and the pencil "lead" while doing this.). If the coil is correctly wired a "flare" will occur from the pencil point toward the plug. If the flare occurs in the other direction, back toward the lead, the coil is not correctly wired.

8. If the coil is incorrectly wired, switch the connections, at the coil, of the wires coming from the ignition switch and going to the distributor.

9. Changing the ground should not reverse the direction that the starter, heater motor or anything else runs.

10. It turns out that changing the polarity of electronic tachs (for Midgets and MGBs, anyway, I don't know about other marques) is easy. It involves unsoldering two wires, switching them, and resoldering. If you need to do this, I can provide details. The leads on ammeters apparently need to be reversed, but I have never switched the ground on a car with one. Newer fuel pumps contain a diode and will only operate with the ground for which it was originally wired. The diode is easily reversed, however. Older fuel pumps contain a capacitor rather than a diode and will operate with either positive or negative ground. The only way I know to tell is open the fuel pump and look.

11. Happy motoring with your electrons flowing in the "standard" direction.

Thanks from the BMCU Editor to many sources: Norman Nock of British Car Specialists of Stockton, CA; the British Auto Club of Las Vegas; Chip Old, who wrote many technical articles on T-series MGs; and the catalog of "Start Your Engines" now (I believe) the East coast warehouse of Moss Motors.

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.

July 4. Sandy Parade.

July 13. Alpine Loop.

July 18-21. Moss Motors 4th Annual British Car Festival, Buellton, CA. Call 800-235-6953 for more information.

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

August 24. Trapper's Loop.

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

September 22. Miner's Day Parade in Park City. Floyd Inman.

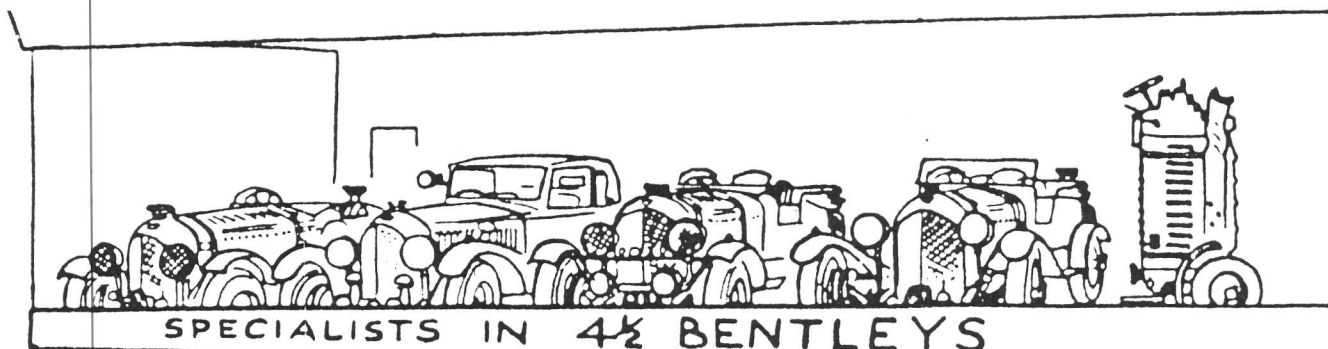
October 5. Mount Nebo Loop.

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

November 16. Tech Session.

January 11. Tech Session.

February 15. Pot-Luck and Business Meeting.



Left over parts

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.

Rumors of MG returning to the US have turned up again. The July issue of Road and Track said an "MG GT is being talked about being a real possibility for the States." An article in the "Ampersand Column" says "insiders say yes to a front-driver GT coupe reminiscent of the BGT. It will share MGF body panels but will be longer and wider."

There is no report on the Field day since this newsletter had to be written before it occurred.

We hear that the "Cruise Nights" that were held a few years ago have returned. A radio station used to sponsor these in conjunction with a hamburger restaurant. Many car buffs, particularly with '50s and '60s cars, used to gather to look at each others cars, eat burgers, and listen to a bit of oldies music. Does anybody have any

information? If so, please let the editors know.

The GoF in Stephenson, Washington is rapidly approaching. Have you got reservations, and is the car in peak condition? Did you hear the story about the couple that didn't make reservations on the return from Calgary and had to sleep in the car? Sleep in a TD! It really happened. The route has been planned and we are nearly ready to go. For information on the route or the designated motels contact Gary Lindstrom at 532-1259.

Our roving reporter, Gary Lindstrom (he is in Russia now, covering the elections for the BMCU newsletter), came up with a question and answer, adapted from Car Talk on NPR. The format is that of "Question Man," i.e., "given an answer formulate a question."

Answer: Rex Gullible.

Question: The most frequent buyer of British Sports Cars.

Postal rates for bulk mailing are going up significantly on July 1. The new rate approaches the single letter, first class, rate. Bruce reports this increase will have a negative impact on his bulk mailing business and he is trying to decide whether to continue with it or not. If he decides to not renew his permit we will not be able to continue to bulk mail the newsletter, unless we try to get our own non-profit permit.

We will have to investigate the economics of this. Hopefully, this newsletter will make it out before the increase.

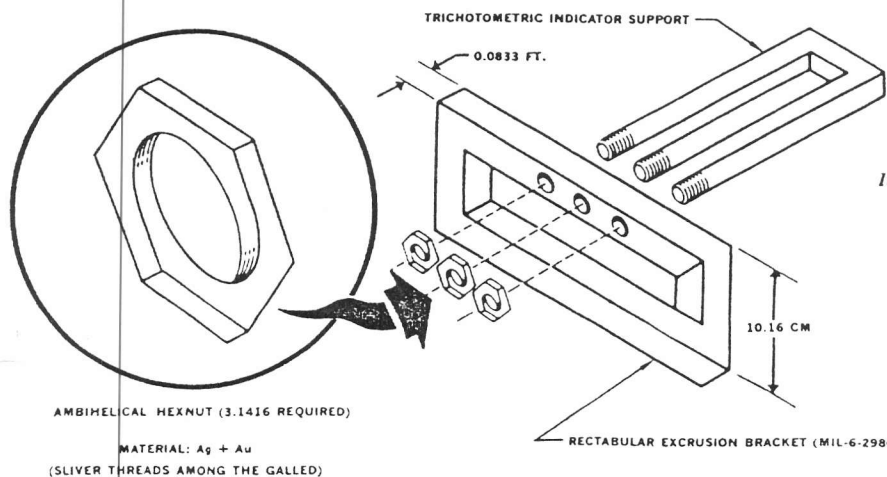
Own a MGB or modern Midget? You should consider joining the North American MGB Register. The BMCU is now affiliated with the NAMGBR. If we maintain a minimum number of BMCU member who are also NAMGBR members, the BMCU too enjoys some benefits, namely insurance. Membership in NAMGBR also allows you to enjoy the benefits of that membership, a great magazine, national events, and more. If you join be sure to tell them you also belong to the British Motor Club of Utah (BMCU).

Autojumble

For Sale, '78 MG Midget, 30,000 original miles, needs tune-up and tires. Gold color, top and interior in good condition. Contact Thomas Neil, 371-8820(W), in the Provo area.

For sale, 1966, 4.2L, Mk. X Jaguar. Running, single owner, in good condition. Call 487-6549.

Wanted: MGA, no rust, prefer a running car. Call Dave Young, 307-733-4434.



Inquiries concerning the mounting of the Trichotometric Indicator Support indicate that some difficulty is being experienced with the brackets which attach the support. As an aid toward fabricating the support brackets, the accompanying illustration is provided to show the type of material as well as the dimensional data needed. It will be noted that in attaching the bracket to the support, a special ambihelical hexnut is used. The application of this nut is unique in that any attempt to remove it in the conventional manner only tightens it. Because of this design, the nut must be fully screwed on before it can be screwed off.—Courtesy NAA "Operations & Service News" From Approach, May 1965



The MGB was first shown at the 1962 Motor Show and production began in 1962. Production ended in 1980, 18 years after it began. According to Mike Allison, in the *Magic of the Marque*, 512,880 MGBs were built, including GTs and V8s. This total of 512,880 was a majority of the 853,288 MGs built at Abingdon following the Second World War. Every year from 1957 on, the annual MG production was greater than the entire pre-war production.

From the Exchequer

Balance 5/18/96	\$1,317.28
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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 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

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