

British Motor Club of Utah

www.britishmotorclub.org

FEBRUARY 2005

Volume 17 Number 5

Dave Maxwell Demystifies Rust Repair

Judging from the turn out at the January 15 tech session on rust repair panels, this problem must be of epidemic proportions within the BMCU ranks. Dave Maxwell, a master of auto body repair and finishing, told all on this subject at the APW Training Center, including a hands-on demonstration replacing a rear quarter panel leg on an Austin Healey 3000.

All steps were demonstrated, from replacement panel selection, rotted panel removal, wire bead installation, butt welding, filler application, and finish sanding ready for primer application. Dave was unsparing with his advice, including both do-as-I-do's (fitting, dollying and finishing techniques) and don't-do-as-I-do's (braze without dark glasses). And oh yes, 20 plus years of experience is a good thing to get as well - - but how can you get this without tackling problems now?

Students of the master at this popular event included Gary Lindstrom, Pugs Pivrotto, David Marks, Carlin Jacobson, Mike Odernheimer, Barry Blackett, Todd Pixton, Mark Bradakis, Mike Bailey, Dan Forster, Bill McCallen, Michael Scoggins, John Progress, Chris Malan, Mark Hoffman, Dana Johnson, Mike Mostert, Thom Warr, Jim Fox, Al Gordon, Larry Farrington, John Ross, Mitch Johnson, Steve Nelson, Lynn Wall, Ray Agutter, Bob and Justin Lux, Don Hughes, Jim Revel, Doug Lewis, Ernie Reno, Jim Thornton, Jon Hanson, Rob Wiseman, and Jon Hermance.

Additional Picture on Page 2



Dave Maxwell at work

Annual Meeting and Potluck Feb. 19 St. Paul's Church

Well, another year has slipped through the hour glass, and it's time to plan another calendar of great events for 2005. As usual, this ritual will take place after a great potluck inner, and the rite of purging or reelecting your Board of Governors. Once again the venue will be St. Paul's Episcopal Church, 261 South 900 East in Salt Lake City. Parking is available in St. Paul's lot on the west side of 900 East.

Come at 6 pm, and bring photos or other memorabilia from 2004 or earlier to share and stimulate memories. We never try to coordinate what people bring -- that would be way beyond BMCU's level of organization! Just bring the items you enjoy eating. Degreasers ill be available for unwrapped manifold cookery! Call Bill Davis at

801-486-5049 (work) or 801-484-2858 (home) if you have any questions.



Dave Maxwell's competitor ...

Memories!
TRAINS DON'T WANDER
ALL OVER THE MAP
CAUSE NOBODY SITS
IN THE ENGINEER'S LAP
Burma Shave

Oh What a Web We Weave

... when we (your Governors) are not diligent in keeping the BMCU web site current. As part of our New Year's Resolutions for 2005, it has been resolved that the web site should no longer become so out of date that last century's technology (telephone) is the only viable means for last minute updates on club doings.

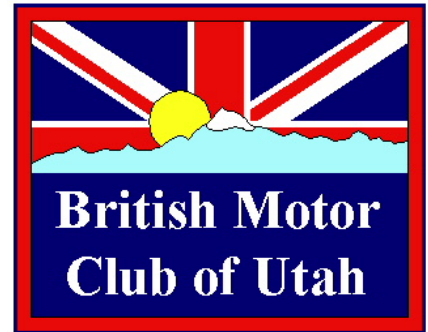
More specifically, the following are now fully up to date: newsletters (in Adobe pdf format -- exactly as sent to the printer, except that every issue is in color), all Memories sections through January 2005, and club merchandise (except we still need to get a photo and details on our T-shirts on line). Also, cars and autojumble ads have been reset.

Items still to do are the Lucas Calendar for 2005 (after it is set at the Feb. 19 An-

nual Meeting and Potluck), roster of club members and cars (will be updated after this year's renewal cycle),

Now comes the important part, which only can be accomplished with your cooperation. The Photo Gallery section proudly shows photos of member cars, organized by marque (Aston Martin to Triumph). Please take a look, and if your car is missing (likely), or has been given a face lift, or has been sold (what?!?), or needs a caption update, email gary@cs.utah.edu the photo and desired caption and it will promptly (really, this time) be added to the Gallery.

As always, the web site is at www.britishmotorclub.org.



Dave Maxwell snippin' and grinnin'

Pugs at the pump ...

THE COMPLETE CARTOONS OF THE NEW YORKER



"Would you mind turning your motor off, sir? You're gaining on me."

Peter Arno (11/15/1958)

[Return to Main Menu ▶](#)

The Lucas Calendar

This calendar works about as well as its namesake, so use it with care. All events are subject to change. Check our web site for the latest information.

www.britishmotorclub.org

February 19, 2005: Potluck and Business Dinner, St. Paul's Church — see article on p. 1.

A Treatise on the Importance of Smoke

by Joseph Lucas

All electrical components and wiring harnesses depend on proper circuit functioning, which is the transmission of charged ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. Don't be fooled by scientists and engineers talking about excited electrons and the like. Smoke is the key to all things electrical.

We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a large copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions.

The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the wiring harness springs a leak and lets all the smoke out of the system, nothing works right afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they regularly released large quantities of smoke from the electrical system.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock ab-

sorbers, hydraulic forks, and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

Sometimes you may miss the component releasing the smoke that makes your electrical system function correctly, but if you sniff around you can often find the faulty component by the undeniable and telltale smoke smell. Sometimes this is a better indicator than standard electrical tests performed with a volt-ohm meter.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a clear and logical explanation of the mysteries of electrical components and why they fail.

I learned a long time ago that once you let the "Factory Smoke" out of any electrical device, it is next to impossible to replenish it.

Autojumble

NOTE: With the new year upon us, Autojumble has experienced a major purge of ads. If we have pulled your ad and you would like it replaced, please contact your Esteemed Editor-In-Chief at:

Floyd_Inman@MSN.com

1958 Austin Healey Bugeye Sprite. Original condition. Full restoration project already underway. 1098cc motor with good compression. Unibody has good integrity, however some body panels have cosmetic damage. The bonnet is in excellent shape minus a few stress cracks over the wheel wells. New tires and a handful of other new parts available. I have many pictures to email if requested. Asking \$1,900. Please email all inquiries to mac@tophatvisio.com



Once again, The Washington Post has published the winning submissions to its yearly contest, in which readers are asked to supply alternate meanings for common words.

And the winners are:

1. **Coffee** (n.), the person upon whom one coughs.
2. **Flabbergasted** (adj.), appalled over how much weight you have gained.
3. **Abdicate** (v.), to give up all hope of ever having a flat stomach.
4. **Esplanade** (v.), to attempt an explanation while drunk.
5. **Willy-nilly** (adj.), impotent.
6. **Negligent** (adj.), describes a condition in which you absentmindedly answer the door in your nightgown.
7. **Lymph** (v.), to walk with a lisp.
8. **Circumvent** (n.), an opening in the front of boxer shorts worn by Jewish men.

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Governor Declares February BMCU Month

Yes, it's true -- the Governor (General, that is) has declared February to be "BMCU Solidarity Month". He urges all members to complete and return the enclosed reply card. Those who do will be rewarded by continuing to have delivered to their home (or shop, or office, or bankruptcy attorney) the BMCU Newsletter in all its printed glory.

Some members are so moved by this annual reaffirmation that they show their support tangibly by investing in an envelope and enclosing a check payable to BMCU. However you send it, be sure to do so, or parting will be not-so-sweet sorrow (apologies to Wm. Shakespeare).

**In kind support of the BMCU,
ZenZoey's Copy Shop (487-9915)
is gratefully acknowledged.**

Exchequer Report

As of December 31, 2004:

Beginning balance
(from last report) **\$1,358.32**

Income:

Sales	\$ 92.00
Interest income	.41
	\$ 92.41

Expenses:

Ending balance **\$1,450.73**

**A full report will be presented at
the Annual Meeting and Potluck
Dinner, February 19.**

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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 to Bruce's email address shown above. Check us out on the web!

www.britishmotorclub.org

British Motor Club of Utah

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