

British Motor Club of Utah

www.britishmotorclub.org

MARCH 2005

Volume 17 Number 6

Governors Elected, Dinner Shared, Year Planned

Nearly every culture has some great pilgrimage ... a gathering accomplished at great sacrifice, a grueling travel to a distant land, or a test of supreme personal will. Whoa! None of that here. Lots of great food, stories, and laughter, all at the annual BMCU Potluck and business meeting.

Although, I suppose the grueling travel item could be used, as we had some folks who drove from Heber Valley or from Delta all the way into Salt Lake. In fact, I heard that at least one carload of faithful BMCUers got lost along the way (and they live in here in town). But the point is, it's not only a fun and delicious evening, it's the one time each year that we get together as a group and decide how

our club operates.

The night got started with the usual "Did you ever get that car fixed up?" and "You missed a great event when we ..." and so forth. It's fun to talk about last year's events, both club-sponsored and otherwise, and the projects people have worked on over the winter. As we stood around and chatted, the food tables filled up, and without warning, we all just swarmed the tables and started the feast. If anyone left hungry, it was their own fault!

Mitch Johnson brought along the club boutique items, including T-shirts, key chains, and the grille badges. He asked if anyone present had pre-paid for their

grille badges, and if so, they could settle up right there. There's still a few who pre-paid and need to get their badges; if you're one of them, make sure you attend the events and hook up with Mitch so we can get you squared away and get that inventory off the books.

Gary waited until the last plate was clean (hey, I'm a slow eater ... and I talk a lot), then the annual meeting began. First order of business: officers. Gary presented the list of volunteers for the Board of Governors, and the group quickly voted them in. Here's the results:

Governor General: Gary Lindstrom
Chancellor of the Exchequer: Marty Van Nood
Newsletter Editor: Floyd Inman
Membership Director: Bruce Schilling
Quartermaster: Mitch Johnson
Board member: Jim "Pugs" Pivrotto
Board member: Larry Bishop

BMCU To Awaken At St. Patty's Day Parade

By tradition, the first driving event of each year is the annual St. Patrick's Day parade in downtown Salt Lake City. The tradition will be renewed this year on Saturday March 12, which the Farmer's Almanac declares will be a blue bird day.

The parade theme this year is Finnegan's Awake, which fits nicely the role this parade serves to awaken our Britmobiles from their winter slumber. The parade route will be the same as last year, through Gateway Center. "All Units will assemble in the area of the intersection of 400 West and 200 North, march [roll] with great precision down 400 West and proceed down through the middle of the Gateway, a route of approximately 6 - 7 blocks."

The event organizers (the Utah Hibernians) will hold a post-parade Siamsa or gala at the north end of Gateway Center. Our own tradition is to gather for lunch at Granato's Italian deli at 1391 S. 300 West, where delicious food and ample parking are available.

Another tradition started last year is a charge of \$10 per car for car clubs. So, if you join us, please bring a ten-er (not a tenor, although there will no doubt also some of those on hand) for the Hibernians.

Last year we had a great turn out of about 20 cars -- let's try to top that this year. The information received thus far does not give a rendezvous time, but 9am is a safe bet, from past experience.

Second, Marty gave us a quick run-down of the club's finances. In a nutshell, we're in the black. The newsletter is our largest expense, and our largest source of income is donations. So, be sure to read the newsletter, and to send in a donation to cover its cost with your "keep me on the mailing list" postcard. Speaking of the newsletter, the group made it very clear that they liked the color newsletter in December that caps the year's events. As

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Memories!

DROVE TOO LONG
DRIVER SNOOZING
WHAT HAPPENED NEXT
IS NOT AMUSING

Burma Shave



Jon Hermance and Bob Jahnke scrub for surgery on Bob's TR3 gearbox.

(Re)Polarizing a Generator

Most Britmobiles of "a certain age" have positive earth (ground) ignition systems. There is an obscure legend that this somehow reduces corrosion, but the fact remains that all modern day electrical add-ons (CB radios, DVD players, radar guns, cell phones, heated whoopee cushions, etc.) are negative earth. To use these one has three options: (a) carefully reverse the connections and hope that the chassis of the unit never touches the chassis of your car, (b) buy a polarity reversing power unit -- which by the way can't be wired permanently on, or it will drain the battery, or (c) change your car's electrical system to negative earth.

The third option sounds risky and invasive, but in fact is easy to do, and reversible if you sell your car to a purist. Here are the steps:

1) Prepare to reverse the connections to the battery. This may involve new cables, or rotating the battery 180 degrees. Don't connect it yet!

2) Reverse the connections to the ammeter.

3) If your car has bayonet auxiliary power connectors on its instrument cluster, reverse the red and black color codes, so that red remains positive.

4) Reverse the coil connections, so that the SW (may be marked -) terminal connects to the distributor, and the CB (+) terminal connects to the hot wire (this ensures that the sparking plugs have the spark originate at the center electrode, as it should).

5) Repolarize the generator, as follows. Connect the battery. Disconnect the field (F) wire at the control box (voltage regulator). Connect a temporary wire to the positive battery terminal (or A post of the control box), and quickly touch the F wire two or three times. An impressive blue spark will result, because you are shorting the full battery voltage across the generator field. This will reverse (and restore, see below) the residual magnetism in the generator, necessary to "prime" the generator to produce voltage of the correct polarity. Note: do not connect to the F wire to your jumper wire and

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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

March 12: St. Patty's Day Parade—Contact Gary Lindstrom for information.

May 15: Antelope Island Run. Yes, this is to be held on a Sunday. Contact Nathan Massie 801486-2935.

May 28-30: Annual Memorial Day Run to Jackson Hole. Contact Larry Farrington.

June 4: (Maybe) Annual British Field Day. See Annual Pot Luck article for an explanation.

July 11-15: GoF West 2005. Contact Floyd Inman 435 654-7086

August 20: Alpine Loop Run

August 26-28: Concours d'Elegance. Contact Gary Lindstrom

September 5: Miner's Day Parade, Park City. Contact Floyd Inman 435 654-7086

September 17: State Street Cruise Night.

October 2: Fall Colour Run to Trial Lake (possibly) Contact Doug Wimer 435 654-2117

October 29: End-Of-Season Dinner

November 19: Tech Session

January 14, 2006: Tech Session

February, 2006: Annual Pot Luck and Business Meeting

Schedule Set, Officers Elected at Annual Pot Luck Dinner

Continued from Page 1

Gary pointed out, we can only afford to print one color issue each year, but it's available in color every month on the club's website at www.britishmotorclub.org.

Finally, the last order of business was the Lucas Calendar. Like its namesake, it's a hastily prepared contrivance of dubious craftsmanship that's always apt to fail after dark. But there's no substitute for half a plan or a full beer. We quickly got down the former, and here's how the year shaped up:

March: St. Patty's Day Parade. Gary will lead this event. Last year the Hibernian Society began asking for a \$10 donation per car, and that continues this year. Gary will estimate attendance and send in a check for the group, and then ask you to repay him the morning of the event. Questions? See the article on Page 1.

April: Two possible events. In past years, we've had a Tax Day Social at someone's house, and that event has always been well received. Also, Larry Bishop mentioned a local car collection (the DeWayne Ashmead Collection) that we could possibly tour. We've done similar things in the past, and those too were well received. Anyway, we'll gather more information and determine a date, but keep your Saturdays open early to mid April.

May: Two events this month. First, we'll take our annual Antelope Island run on Sunday, May 15 (yes, Sunday--several members work on Saturdays, and asked if we could have a few Sunday events. This one seemed to be a good fit, as it's "open" all year around). Nathan Massie (486-2935) will lead the group on this drive.

Second, the annual overnight trip. This year, it's back to Jackson Hole over the Memorial Day weekend, from Saturday, May 28th until Monday, May 30th. Larry Farrington will lead the group on this trip. When he presented the idea, the group applauded because the

club trip to Jackson Hole two years ago was so wonderful. Stay tuned to this newsletter for more details as the date approaches, but be ready to call the hotels with your credit card and make reservations several weeks in advance of the trip.

June: The big news here is, of course, the annual British Field Day (BFD). The date is slated for the 4th. However, there is a possibility that this event will move to July and Washington Square (the area around the city-county building) because of other events the city has booked for Pioneer Park. While most of us voiced our support for the June date, Bill Davis' report on the subject let us know that the city is the deciding factor and we'll have to haggle it out with them. You will see more information in this newsletter as the date and location are sorted out.

Mitch Johnson, who is a liaison with the folks who put on the Highland Games at Thanksgiving Point, suggested another possible event in June. The Highland Games welcomes our participation and once we know the date, you will see information about it in this newsletter. It's usually in mid to late June. July. The group agreed that 4th of July parades get sporadic attendance, the weather is hot and miserable, and well, we'd all rather be at home with the family. So, we decided against any parade events. However, Dan Kasha suggested a run up East Canyon over to Morgan. Someone quickly recognized that as the Trapper's Loop run we've done in the past, and before Dan could say more, his name was written into the official notes and he was stuck with the job of organizing the event. We didn't settle on a date, however, as we're waiting upon the outcome of the BFD as noted above.

July: GoF West 2005 – This is the annual Gathering of the Faithful West MG event to be held in the Central California Wine Country July 11-15. Please contact Floyd Inman (435) 654-7086 for further information or take a look at www.gofwest.com for a full

description of the event, including registration information.

August: Alpine Loop -- a club favorite (and the event that started the club). Suzanne Bishop and Rob Green (who wasn't present, but never passes up an audience for his, umm, humor. This one takes a lot of legwork calling for donated items, and it's a big fund-raiser for the club when we raffle off the donated items during the lunch stop. Put August 20th on your calendar so you won't miss this drive.

Also, a non-club event for individual participation is the Concours d'Elegance car show, a local favorite and one that has seen some BMCUsers earn awards. The date for this show is August 26, 27, and 28.

September: Two events this month, including the Miner's Day Parade in Park City (if you can make it up there, chances are you could coast all the way back to Salt Lake if need be). September 5 (Labor Day) and, as always, led by Floyd Inman.

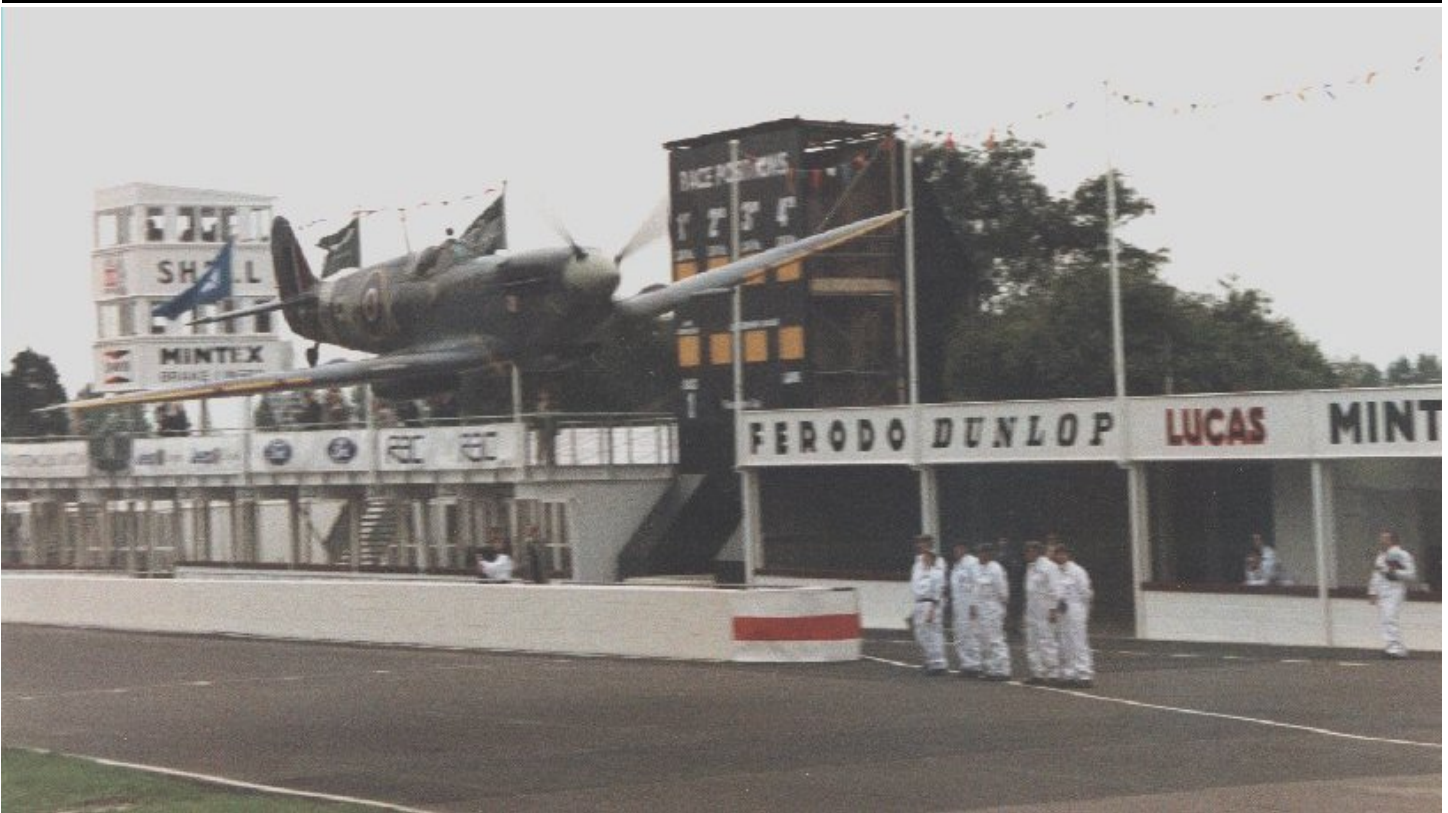
The other event is the State Street Cruise Night, from the Capitol all the way down to Joe Chou's Dairy Queen in Sandy. Plan for a fun evening drive on Saturday, September 17. We volunteered Joe for the event, but we would like another person to help out as well.

October: Another two-event month. First, the annual fall color tour, possibly to Trial Lake, on October 2. Gary Lindstrom and Doug Wimer had great ideas on this, and again, their names were quickly written in the official notes so they couldn't back out.

Second, there's the end-of-the-season dinner. Always great fun, this one looks to be even more fun as the date we selected was Saturday, October 29. Why not a Halloween-themed costume party? Diane Pivrotto had the idea, got the job, and we quickly moved on before she could protest.

November: Tech Session month, and the

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Mitch Johnson makes a low level pass in his Spitfire at Hill Air Force Base saluting his co-workers

GoF West 2007 to Be Held in Park City

That's right, folks. Once again the MGers of the BMCU will host the annual Gathering, to be held at the Grand Summit Hotel at The Canyons. The dates will be July 2-7, 2007.

The GoF West Steering Committee is trying to run the events in a ten year cycle, and as the last Utah sponsored event was 1997 the responsibility once again falls into the most capable hands of the BMCU.

Volunteers will be needed to chair the numerous committees. Each group will be responsible for their specific event. Contact Doug Wimer or Floyd Inman to sign on. We will be sending a list of those committee responsibilities via e-mail to those MGers of the BMCU within the next couple of weeks.

Also, don't forget to sign up for the GoF West 2005 to be held in the California Wine Country. Check www.gofwest.com for more information.

The History of the Middle Finger

Isn't history more fun when you know something about it?

Well, now, here's something I never knew before, and now that I know it, I feel compelled to share it with my more intelligent friends in the hope that they, too, will feel edified.

Giving the Finger

Before the Battle of Agincourt in 1415, the French, anticipating victory over the English, proposed to cut off the middle finger of all captured English soldiers.

Without the middle finger it would be impossible to draw the renowned English longbow and therefore they would be incapable of fighting in the future.

This famous weapon was made of the native English Yew tree, and the act

of drawing the longbow was known as "plucking the yew" (or "pluck yew").

Much to the bewilderment of the French, the English won a major upset and began mocking the French by waving their middle fingers at the defeated French, saying, "See, we can still pluck yew!"

PLUCK YEW! Since 'pluck yew' is rather difficult to say, the difficult consonant cluster at the beginning has gradually changed to a labiodental fricative 'F', and thus the words often used in conjunction with the one-finger-salute!

It is also because of the pheasant feathers on the arrows used with the longbow that the symbolic gesture is known as "giving the bird."

And yew thought yew knew everything! !!!

Officers Chosen, Schedule Set

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date is November 19. Several folks had some ideas, and we'll nail one of those ideas down and let you know the subject as the date draws near.

December: As is our tradition, no event in December--spend the time with your family instead.

January 2006: Tech Session, January 14th. Again, there were several ideas, and we'll keep you posted on the subject of the session.

February 2006: Potluck and annual business meeting. Bill Davis mentioned that the date would be dependent upon the availability of the hall at St. Paul's (which we all like to use), so we didn't select a date. Look for more information as the date draws closer.

Gary closed the meeting by asking for thanks to Bill Davis for getting use of St. Paul's. The group generously agreed with a round of applause. And with that, we all pitched in to clean up the hall, put things away, and went on our merry way.

Attending were: Gary and Sandy Lindstrom, Dave and Carol Marks, Larry and Mary Bishop, Larry and Margaret Farrington, Mitch and Diane Johnson, Andrew Frink, Brent Andersen, Michael and Mary Scoggins, Tim Furner, Simon Pipes, Bill and Roger Davis, Nathan Massie, Kendall and Connie Dewsnup, Bill Davis, Shawn Davis, Liam Davis, Pugs and Diane Pivrotto, Terri Kaufman, Martin Van Nood, Dan Kasha, Jon Hermance, Rob Foye, Bob and Dixie Jahnke, Doug and Ilene Wimer, Mark and Karen Bradakis, and Bill and Robyn Rhinehart.

— *Nathan Massie*

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

52 MGTD Special. Built as a race/rally car in 1956 by Lon King of Bridgehampton racing fame to include an MGA engine/trans/rear end. Rebuilt in a complete frame off restoration to a meticulous standard to include all new wiring, brake lines, engine rebuild, wood parts as required, cycle fenders, new Moss interior, new Pirelli tires, wire wheels, front disc brakes, new Moss top and tonneau. Photo documentation to serious inquiries. \$22,500. 801-277-7268 or banditoTD356@aol.com

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correct connection is given above; for positive earth (as of the car's Born On date), it should be the reverse: SW (may be marked -) terminal connects to the hot wire, and the CB (+) terminal connects to the distributor.

— *Gary Lindstrom*

(Re)Polarizing a Generator cont'd

touch it to the battery terminal. Sparks around batteries are very dangerous, due to explosive gasses that can be in the vicinity.

6) Reconnect the F wire to the control box.

7) Affix a prominent label declaring "This vehicle uses negative earth!". This will reduce the likelihood of cross connection of an external battery during a jump start -- in this case, the spark will be VERY large, and dangerous.

8) Start the car, and make sure that the

red charge light extinguishes at 1000 RPM or greater.

This completes the repolarization. Now, what about polarization -- what is it, and when is it needed? The what is simple: just do steps (5) and (6) above. Note that these steps are the same for both positive and negative earth cars.

When is it needed? This is another Lucas question of cosmic proportions. The answer is: (a) when changing polarity, as above, (b) if accidental reverse current is put through the field, (c) sharp blows are applied to the generator, e.g., in pulley installation, (d) the car has sat for a long while, or (e) the stars in the northern hemisphere align over Bicknell.

Final point: even if your car is running fine, and you have no need to (re-)polarize, check your coil connections. They are often reversed, which can affect engine performance at high RPMs. For negative earth cars, the

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Exchequer Annual Report

At the recent Annual Meeting (a.k.a. Potluck Dinner) an Exchequer report was circulated showing the club's financial status as of end of 2004, with comparisons to 2003 and 2002. The highlights are cash on hand of \$1,451 (compared to \$2,293 at end of 2003, and \$2,646 end of 2002), but with the new assets of club regalia inventory (shirts, badges etc.) of \$1,436 (our cost; compared to zero at end of 2003 and 2002). New income categories for 2004 were regalia sales (\$2,783) and newsletter advertising (\$390).

Newsletter production costs for 2004 totalled \$1,868, up from \$1,244 in 2003 and \$539 in 2002. The increase from 2002 to 2003 is largely due to the new tradition of a color December issue, and the increase from 2003 to 2004 is mostly due to the new 6 page format during our busy months.

The net profit/loss figures for 2004, 2003

and 2002 respectively are \$992 loss, \$353 loss and \$397 profit. Note however that this deals only with cash flow; if we take into account our \$1,436 regalia inventory, our cash loss does not look too bad -- assuming we move that merchandise!

Donations by club members for 2004, 2003, and 2002 respectively are \$913, \$1,242 and \$1,128. Again, the drop in 2004 donations does not look so bad when the \$2,783 in regalia sales are taken into account.

All in all, the club is doing financially just what it should -- paying its bills, and staying just about even -- though the Chancellor of the Exchequer would be remiss if he did not point out that without member donations, we would be folding our tents and lifting a cold one with Joseph Lucas (Birmingham) in the sky.

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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!

British Motor Club of Utah

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