

A Chapter of the North American MGB Register
A Zone of the Vintage Triumph Register

BRITISH MOTOR CLUB of UTAH

www.BMCUTAH.org

April 2015

Volume 26 Number 4

Once Around the Lake

I plan to follow last years plan for the Around the Lake tour on **April 11th.** with perhaps starting a bit later than last year due to the good progress we made. So let's **start at 9:00** as it took less time than anticipated. All thoughts are welcome. I imagine weather to be fine at this point but will run the route a day or two prior and check with Weber Co. but this winter snow was not an issue so the Divide should be clear and warm up top. I take this drive often just for grins as I live in Ogden and if you are joining us for the first time you'll see why.

The plan for this year's drive:

- Start (leave) at **Mojo Drive Thru Coffee**, just south of 4th. S & 4th. W. in SLC at 9:00 am,
- **A-Fresh Market**, 2nd. N & Main in Kaysville at 10:00 am,
- **Rainbow Gardens**, mouth of Ogden Canyon at 11:00 am,
- Down from the North Ogden Divide we'll join Har-

rison Blvd once more and progress South to 42nd St. and EFS Corporate building and out back.

Lunch is new this year as Steiny's now has a second location and a bit upscale near the McKay Dee Medical Center at the EFS and Flying J corporate building at 42nd and Harrison with ample parking off street at the main entrance. Over the creek and through the lobby, quite nice and you'll agree I'm sure. I'll see if John may have something in mind for us and I'll keep you posted.

If you have been on prior OATLs you know this is not a race with the two little kinks along the way, Bountiful and Farmington but a gentle tour. Should someone wish to stop on top of the Divide there is parking there at the trail heads, just alert me early and I'll pull in. Your choice. I have radios if someone but Drew and I would use them, I shall have them along as usual, walkie talkies and CB ch. TBD.

Cheeri-O

Paul Jaroch

Karting Around MMS

We have a fun activity planned for **Saturday April 18th**, Kart racing at Miller Motor sports. This is one of the best kart facilities in the country (it says it right on their website so it must be true).

The plan will be to:

7:45 am Meet at the Home Depot (328 W, 2100 S) depart at 8 am (or meet at the track at 9am).

9:00 am Arrive, park our cars in a coned off section.

9:30 am Safety briefing.

10 to 11 (or to 12 if sufficient interest) on the Track.

12noon Tour the Miller Motor museum.

~1pm Possibly lunch location TBD but maybe Bonneville Brewery.

If you are interested you will need to act fast, this will be open only to 20 people and you will need to pay up-front to

Rich Weyland to reserve a spot. The cost is \$22.50/person and you can mail a check made out to Rich or drop the money off at his house. He is often around during the day but call first, his phone number is 801 381-2500 and his address is 4325 South Garden Drive SLC 84124.

The \$22.50 each buys 1-hour of track time with 10 karts. This should be enough for about 3 or 4 sessions for each person. I am told most people feel this is enough. There is an additional charge for head covers (several dollars) but that should be all the cost.

Spectators are welcome for those that don't want to race (or that are too slow at getting in the fees to Rich).

<http://www.millermotorsportspark.com/karts.html>

Kevin Cowan

Saturday April 11

Saturday April 18

Well party people that we of the BMCU are, we get the most out of anything, and in this case it was St. Patrick's Day. We started at MacCool's in Foothill Village once again with a delightful breakfast such as Eggs Benedict and an Irish Coffee.

Then up Emigration Canyon to an actual sparse few bicyclists; they must not be awake yet this year. We zipped up the Canyon in very quick order and in no time we were in the parking lot up top. Windy up there but not especially cold at all. Then we went on down to the fork in the road at the lake and decisions. We went back to Salt Lake but I had intended to head for I-84 and go up the back way to Ogden. The sign said Cheyenne or SLC and not knowing exactly how far east I was chose SLC. Hmmm, I learn with every drive out there.



So we had the usual tasty breakfast at MacCool's with Tyler our competent server who had libations prepared for the 11:30 start time then a nice drive up the Canyon afterwards. It's a good life and the actual Day was not until the 17th. Time to do it again I'd say. **-Paul Jaroch**

Eureka, UT: Archimedes has never been there!



Lovely day for a drive.



The weather was nothing short of ideal.



Lunch in Eureka

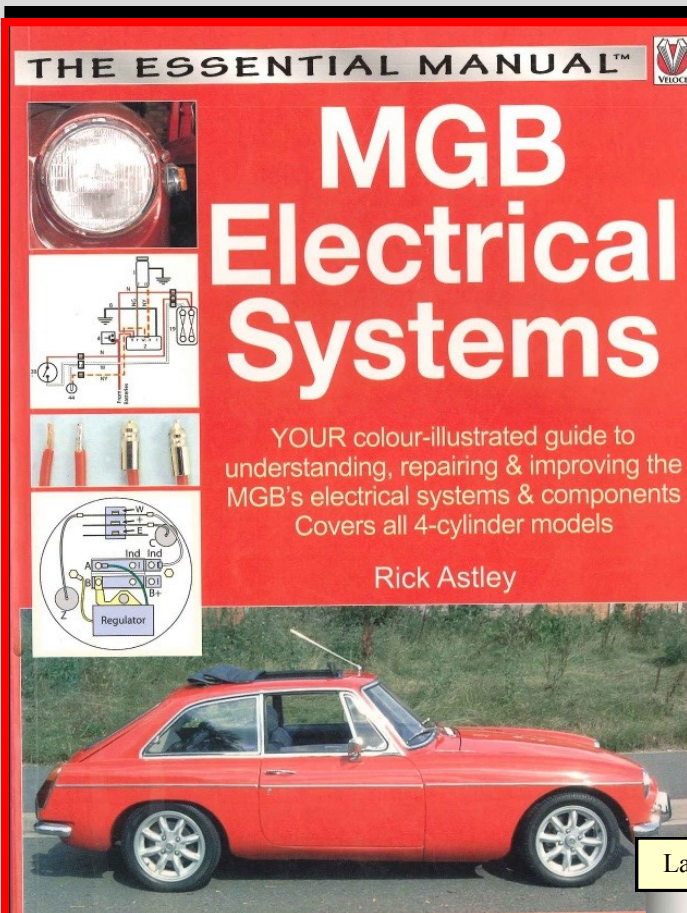


Roger and Jill Davis (Group Leaders) had checked the place out earlier and provisions were made to call ahead and people could have their orders ready when we arrived. Some had made other arrangements for lunch. It worked out well.



There were several options for people to return home. The main group broke up into smaller groups for the drive home.





This book is not just for MGB people. The general information and explanations are applicable to other marques as well.

At the get go the author states, "You won't find disparaging remarks about Joseph Lucas Ltd. here. I have heard every joke there is about Lucas electrics but sincerely believe the criticism to be unfair and misplaced... they are no worse in my experience than contemporary products from Delco, Ducellier or Bosch." He includes a reminder that an earthing (grounding) to us Americans) problem is the most frequent problem of all.

The real life stories in the **Sneak Current** chapter are unreal. How would you feel if one day every time the headlights were turned on the engine would start? Cause was a lost ground (a screw that held a bracket to the fender) with a sneak current from the headlamp circuit that found a path back through the starter and ignition relay coils (remember relays require very little current to activate) and started the engine.

As I went through the book I kept saying to myself over and over again, "I didn't know that."

Rob Foye

I love this book. The author, Rick Astley, is an electrical engineer who has owned at least one MGB in the three countries he has lived in; England, Canada and the US. He currently (no electrical pun intended) has a 1970 MGB roadster and a 1970 MGB-GT V8 conversion.

The author states he felt that existing books tell the reader to do this or that but don't say why. The author does a great job of supplying that missing information.

Some of my favorite chapters are:

- Basic electrical theory
- Emergency repairs
- Sneak currents
- Ignition system
- Lighting
- Appendix on Relays

Other features I like are:

- Large format
- Clear color photos
- Clear color diagrams
- Clear wording.

Cover price is \$54.95 US.
192 pages.
Worth every penny and pay back can come right away!

Large 8 1/4 by 10 1/2 format.

OVERDRIVE & GEARBOX

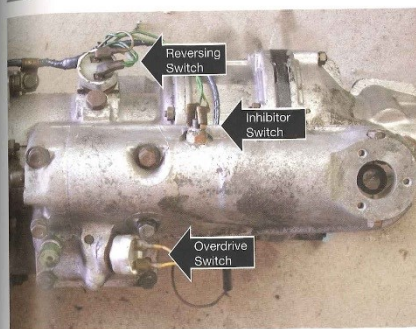


Figure 13.7. The location of the gearbox switches.

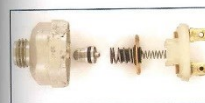


Figure 13.8. The reversing/overdrive switch disassembled.

lose the ball bearing and to break the wire connection to the coil. By far the biggest cause of failure in the overdrive circuit is failure of the gear switch. Those made before about 1974 were not well sealed and the switch is in a splash zone. Any water in a switch will result in reduced pressure on the contacts due to spring corrosion, as well as oxidation and erosion of the contacts, all of which increase contact resistance, often to the point where the switch is effectively open circuit.

The gear and reversing switch The switch used for reversing (backup) lamps and that used to activate the overdrive are identical. The reversing lamp switch can be removed with the transmission in situ but the overdrive switch is extremely difficult to access.

Figure 13.7 shows the positions of all the switches that may be found



Figure 13.9. A switch as first disassembled (top) and the same switch cleaned (lower).

on an MGB. Not all switches will be installed on all cars.

The switches, once removed, can be disassembled. The aluminium body around the hexagonal section is pried over the plastic insulator, and can be pulled back with pliers until the insulator is freed. Be careful that no springs fly out as the switch is opened. Figure 13.8 shows the order of the internal components.

If there was any need to open the switch then in all probability the



Figure 13.10. Caulk can be used to seal the switch. That used here is of a type which cures clear so that the final switch will not look so messy.



Figure 13.11. The later reverse and overdrive switch had a sealing washer fitted. This example shows the effects of some contact arcing but no corrosion damage.

contacts will look like that at the top of Figure 13.9. General cleaning to all parts is advantageous but the electrical contact areas need most attention. The fixed contact surfaces will no doubt be pitted and some gentle work with a fine flat rat's tail file or an emery board will be required to get them smooth and square. The moving contact is too thin to file and so needs attacking with a wire brush and fine sandpaper.

Once all switch parts are clean, put a little grease on the plunger O ring to keep it moving and to repel water.

Reassemble the switch and peen the edges of the aluminium housing over the plastic insulator. To prevent future failure some caulk can be applied around the interface between the housing and the insulator as shown in Figure 13.10.

MGB Wiring Diagrams

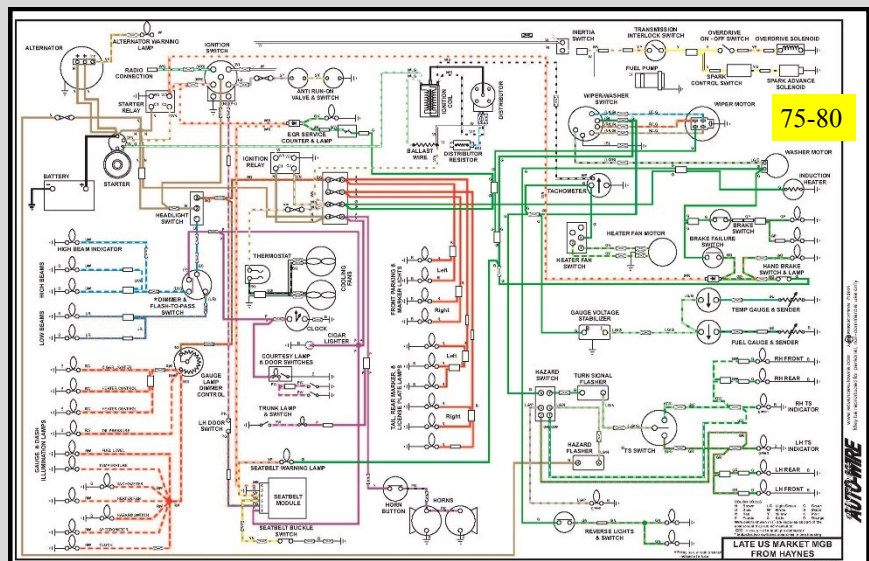
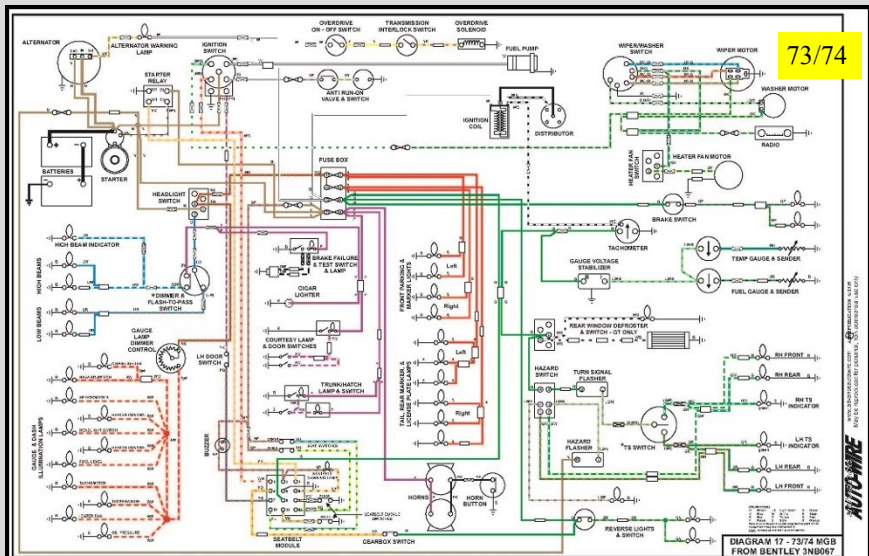
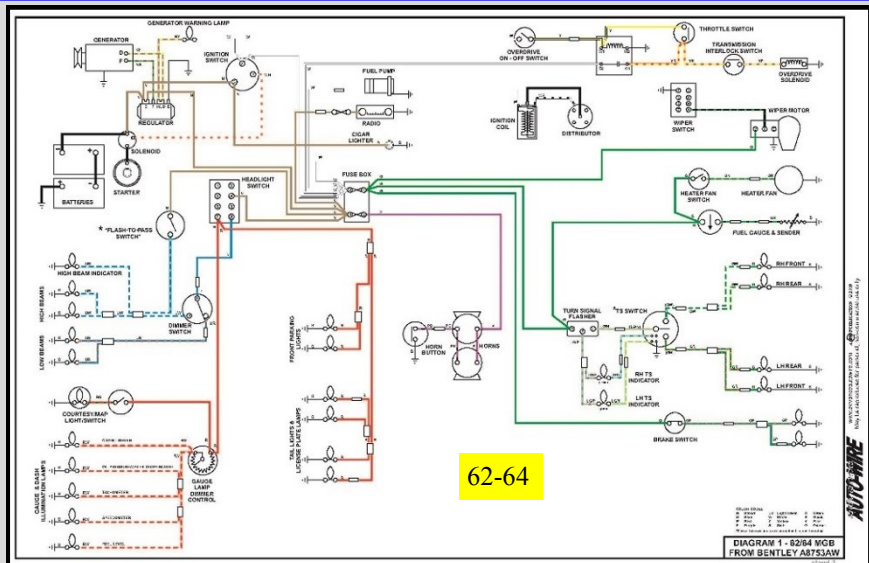
There are at least two dozen available wiring diagrams for MGBs during their long production life, with variants for US and UK versions.

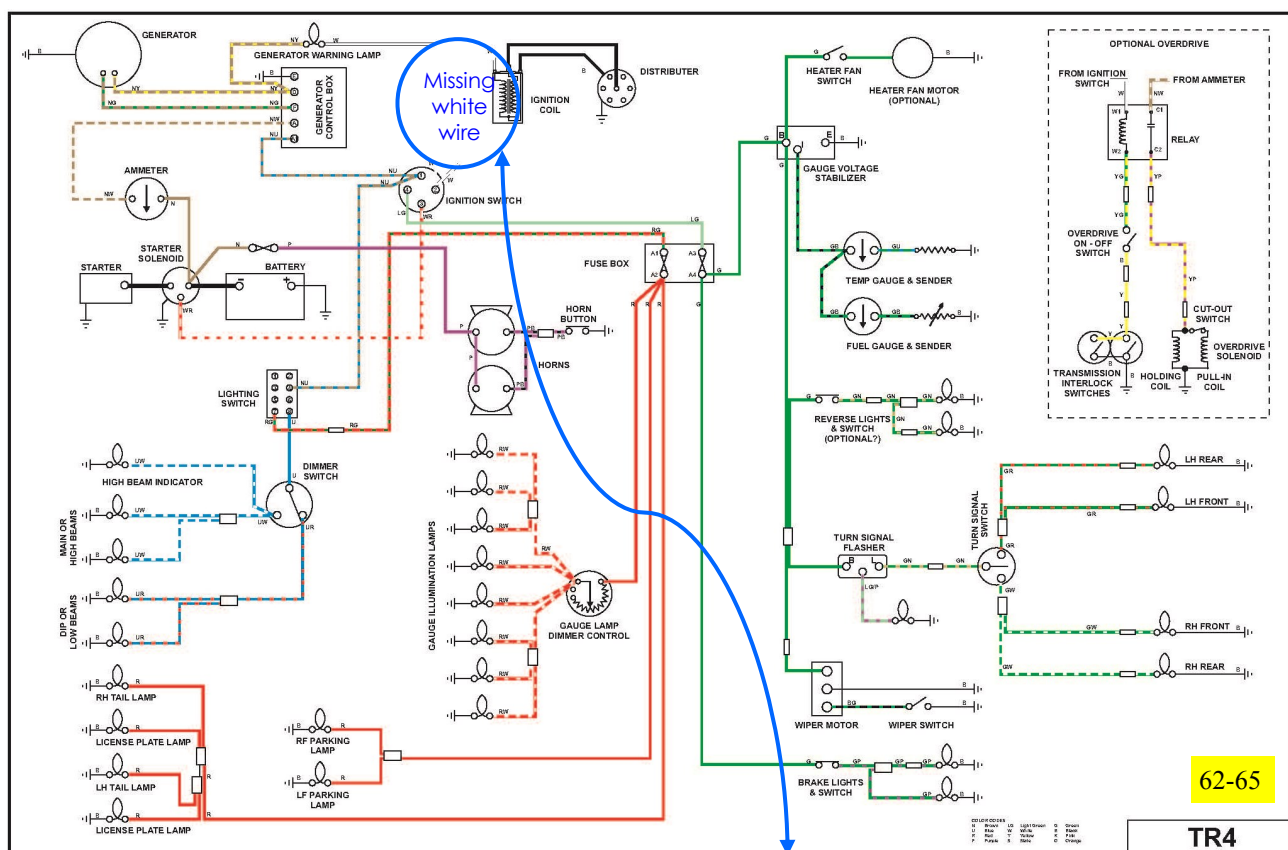
During the production life of the MGB not only were pollution control devices increasing the complexity under the bonnet but the electricals were getting more complex as well. Lots of changes can be tracked through time; positive to negative ground, generators to alternators, twin 6V to single 12V batteries, addition of sidelights in the US, etc.

It's probably safe to say that with the later cars the color, full-size wiring diagrams are even more useful in tracking down wiring issues. Fortunately colour diagrams are available from sources such as Auto-Wire as are shown here. They can be downloaded for free and printed for non-commercial purposes.

It's amazing how many different ways the same components can be wired. The simple cigar lighter (aka phone charger) went from having its own wire direct from the ignition switch to being conjoined with the seatbelt module, horns, clock and courtesy lamp. Now we know why the early cigar lighters have a brown wire and later ones have purple.

It's little wonder that electrons can get lost and go the wrong way or stop all together.



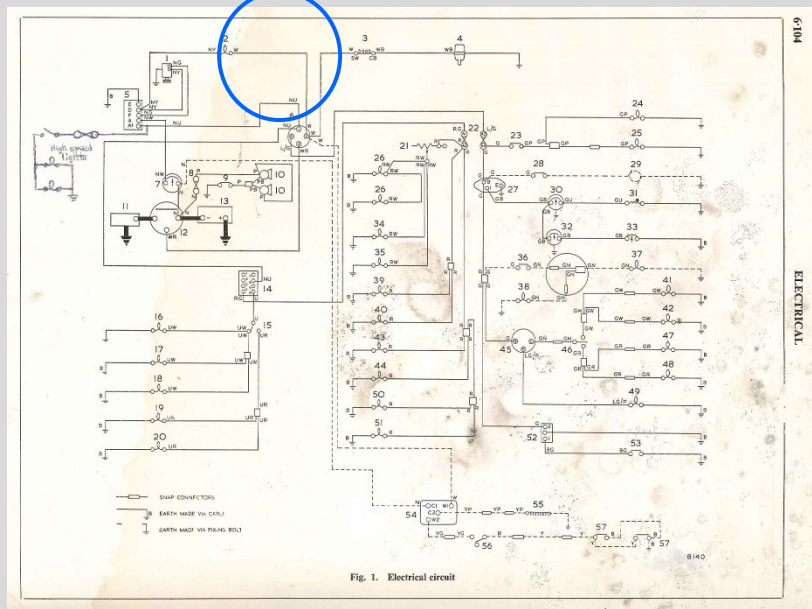


Above is a TR4 wiring diagram available online that can be downloaded for free and printed at a good size. I've had mine printed on card stock and laminated at Kinko's at 11 by 17 inches and it's hanging on my garage wall.

To the right is the wiring diagram from my TR4 original factory manual, to scale with the diagram above, in living black and white and is 7 by 9 inches. It's a bit water damaged, probably from tears.

Tracking down wires in colour is much, much easier!

It's always a good idea to check the fancy color versions against the old factory drawings. I've noticed a few "gaps" in the color wiring diagrams.



There are several online sources for free or purchase*: I've used www.advanceautowire.com for MGs and Triumphs.

www.colorwiringdiagrams.com/ has a large listing of diagrams for sale (about \$20 ea) for Healeys, Sprites, Sunbeams, Land Rovers, Jags, etc.

* For information only. BMCU does not endorse any supplier.

TOOLS AND HOW TO USE THEM**CIRCULAR SAW:**

A portable cutting tool used to make boards too short.

**BELT SANDER:**

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**WIRE WHEEL:**

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh @#\$%':

**DRILL PRESS:**

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**MULTI-GRIPS:**

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**HACKSAW:**

One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**VISE-GRIPS:**

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE****TORCH:**

Used almost entirely for igniting various flammable objects in your shop and creating a fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW:**

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity. Very effective for digit removal !!

**HYDRAULIC FLOOR JACK:**

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**BAND SAW:**

A large stationary power saw primarily used by most shops to cut large pieces into smaller pieces that more easily fit into the trash after you cut on the inside of the line instead of the outside edge. Also good for Digit Removal.

**TWO-TON ENGINE HOIST:**

A tool for testing the maximum tensile strength of all the crap you forgot to disconnect.

**PHILLIPS SCREWDRIVER:**

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

Jon Hermance (MG TC, TD and TF) has provided this guide:

"Tools and How to Use Them."

While we normally abuse metal, it's important to include the less familiar wood working tools - remembering that the British did and still do consider wood to be a valid structural component in many of their finer and most loved vehicles, e.g. the MG "T" series and of course, the Morgan.

Perhaps someday Jon will share his LBC vs. Hawaiian termite experiences!

**STRAIGHT****SCREWDRIVER:** (Mixing Paint)

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**PRY BAR:**

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 p. part.

**HAMMER:** (AMERICAN**SCREWDRIVER)**

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit.

**UTILITY KNIFE:**

Used to open and slice through the contents of cardboard cartons delivered to your front door. Works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund cheques, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

SON OF A BITCH TOOL:

Any handy tool that you grab and throw across the garage while yelling 'Son of a bitch' at the top of your lungs. It is also, most often, the next tool that you will need.

Lucas Calendar

March 15: St. Patty's Day Social –MacCool's in Foothill Village—11am.

March 28: Eureka/Tooole Drive: Roger & Jill Davis.

April 11: Once Around the Lake Run: Paul Jaroch

April 18: Karting at Miller Motorsports Park, Toole, Kevin Cowan

May 2: Chalk Creek Canyon and Lincoln Hwy: Rob Foye.

May 23: Kanab Memorial Day Tour: Jim Stover and Roger & Jill Davis.

June 20: British Field Day (BFD) Liberty Park SLC, Jon Hermance, Set up June 19.

June 27: Fairview Drive: Doug & Peggy Wright.

July 12: Monte Cristo & Garden City Drive: Larry Farrington.

August 15: Alpine Loop Run and BBQ: Drew Frink Cooks:
Roger & Jill Davis.

September 7, 2015: Miner's Day Parade, Park City, Drew Frink

September 20: Hobbie Creek Canyon Run

October 10: Fall Colour Tour—Wolf Creek Pass, Roger & Jill Davis

November ?, 2015: End of Season Dinner TBD, Jim Stover

Greetings on the first day of April 2015

HERE IS OUR FIRST QUARTER
FINANCIAL REPORT:

BMCU FIRST QUARTER, 2015

BEGINNING BALANCE
(FROM LAST REPORT) \$5310.62

INCOME

MERCHANDISE SALES +84.00
INTEREST + .13

EXPENSES

ROGER DAVIS (POT LUCK) -75.00
STATE OF UTAH -10.00
ENDING BALANCE \$5309.75

MARTIN VAN NOOD
COFE

Please send ideas, suggestions, comments, articles, and/or photos for the
BMCU Newsletter to the editor: robbfoye@gmail.com

British Motor Club of Utah

Salt Lake City, Utah

The bad news: There won't be a pinewood derby type event this year due to an
equipment schedule conflict. Maybe next year.



Aston Martin announced its largest and most ambitious works race programme to date, comprising a 2015 five-car campaign in the **FIA World Endurance Championship (WEC)** and **24 Hours of Le Mans**, and two GT3 entries in the **Nürburgring 24 Hours**.

From: Just British