

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

BRITISH MOTOR CLUB of UTAH

www.BMCUTAH.org

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Merry Christmas

HAPPY NEW DRIVING YEAR 2016



'Twas the night before Christmas
and all through the garage it was too
darn cold and the roads were covered
with snow, slush and salt...

A letter to Santa (Moss order form)
lies incomplete...

The Ghost of Christmas Past remind-
ed me of projects still not completed,
e.g. the new clutch and pressure plate.
Not to mention the synchro rings!
And the new upholstery in the B-GT.

A Duraflame log crackles silently on
a green air day, and the cricket on the
hearth is about to get whacked with a
back issue of some car magazine.

Fishnet stockings were hung from the
mantle with care.

Still the memories of the 2015
BMCU driving season mellowed and
caused sweet reflection and ideas for
the 2016 driving season with the fine
people of the BMCU.

From our (Rob & Mary's) house to
yours - all the best wishes for a great
new year in all things, especially the
times ahead in our LBCs and with
each other.

-editor

End of Season Dinner was at the Bohemian

Our annual BMCU End of Season Dinner was a success. I can personally attest to the fact that the brats (German sausage, not out-of-control pizza parlor children) were excellent as was the example I had of the brewer's art. A lot of people in attendance also appeared to have enjoyed the fare.

Conversations were underway at all the tables we occupied up in the upper level of the Bohemian. Hopefully many ideas were bounced around about things to do next year. We'll find out at the February Planning Pot-Luck.

The 2015 driving season was, I think, one of the best ever. I'm looking forward to 2016 being even better.

-editor

But wait—What about next year?

Our **Potluck Planning Dinner** will be held on **Feb 6, at 6pm** at our previous location, the South Valley Unitarian Universalists church in Cottonwood Heights. The address is 6876 S. Highland Dr.

Memorial Day Tour – We are heading NORTH this year. Requests have been made to have a Tour that is not so long and this is it. We are going to southern Idaho: Montpelier, ID. We have contacted two places that can accommodate us seeing that some of us bring small cute pets. Both are pet friendly. Both have Web sites so look them over. Normally we all try and stay together, but they are not far apart.

1) **Rest Assured** is a small cozy motel that is being refurbished seems very friendly and was excited to help us said he might do some advertising to show off our cars like a small car show? \$75.00 per night double plus tax, \$10.00 for pets has no amenities. contact Derek @ 208-847-1911 is holding 10 rooms can maybe do more 48Hr. Cancellation.

2) **Clover Creek Former Best Western** \$90.00 per night double plus tax \$10.00 for pets has all the goodies, breakfast and pool or hot tub both offer internet. Contact Tosh or any one on the desk 208-847-1782 they will hold 13 rooms same 48Hr.

Mention BMCU for the rates.

If you book a room please let Jim Stover know.

If you have not made your reservations at the hotels that we've arranged rooms, then you need to do it **NOW**. Don't wait and get left out. Memorial Day is the official start of the Summer vacation season and rooms get taken quickly; even if it is still six months from now.

There are great roads for cruising. Jackson is within easy reach. And, as usual, we will **NOT BE TAKING ANY FREEWAYS!!!**

-Roger Davis

The **2015 BMCU** season was magnificent. New people, new driving routes and more happy members were the theme this past year. Here is a brief recap of our schedule.

- Feb** **Potluck Planning Dinner** - The meeting was held in a new location, the South Valley Unitarian Church. Judging by the member turnout and the awesome food selection, it was a success.
- Mar** **St Patty's Day** - The traditional get together was at MacCool's again.
Eureka Run - Great weather, good food, and a large turnout for this Spring drive was an indicator of what the season was going to be. A variety of routes home was a welcome addition to the run.
- Apr** **Around the Lake** - The drive was well attended and we welcomed several new drivers from the Jaguar Club
Karting - Kevin Cowan worked hard to make this happen and many members were able to test their kart racing skills on the Kart track at the Miller Motorsports Park. It was a fun, new activity for us.
- May** **Chalk Creek Run** - Thanks to Rob Foye, this was a new, longer route that proved to be immensely popular. Emigration to Henefer, east out of Coalville, up to Evanston, following the route of the Historic Lincoln Hwy down to Taggart's for a late lunch and prizes.
Memorial Day Tour - Kanab and the North Rim of the Grand Canyon was our destination. The weather was typical: wet, foggy, and cool, but Gary Meldrum and Cindy kept us smiling with the Poker Run. The North Rim was amazing, the rain ceased for the time we were there and made for fantastic photography. Dinner at the Rocking V, followed by the traditional live concert, put on this year by Mike, Drew, and Ari, was the icing on the cake for another sensational Memorial Day Tour.
- Jun** **Field Day** - This continues to be our largest activity of the season. More people than ever this year attended to show their British powered vehicles. Jon, your autocross was a big hit again!
- Jul** **Bear Lake** - This was another new route that had parts that were from other runs we've done. Larry Farrington put this together for a drive that took us over some roads with very pretty scenery.
- Aug** **Alpine Loop** - Drew led us on **THE original run** for the BMCU. This year we included a BBQ lunch at a beautiful park in Provo Canyon. Nothing but smiles as no one went away hungry.
- Sep** **State Street Cruise** - No more PC Parade, but that didn't stop us as we patriotically decorated our vehicles and defied the constabulary by cruising State St. from the Capitol down to Draper and the In & Out Burger, for prizes and lunch.
Hobble Creek - Another NEW run for us, made even more fun with the addition of a fun scavenger hunt put together by Ritt. The picnic grounds up Hobble Creek Canyon were only surpassed by the magnificent winding roads and the leaves showing their Fall colors.
- Oct** **Fall Color Tour** - The Wolf Creek run, reportedly, had the largest participation of any previous BMCU driving event. To say that we took over the picnic area at the Wolf Creek Summit would be an understatement. Good weather, good friends, great Britmobiles, multiple routes home and more prizes for the participants made this the perfect way to finish our official driving season.
- Nov** **End of Season Dinner** - Our Governor General arranged for our dinner at the Bohemian Grill. This has been a favorite of the members and once again we came very close to taking over the entire upper level of the restaurant!

There you have it! We had participation from other local clubs who wanted to come with us on our events because we have FUN. Others are always welcome to join us. We had very active participation from several members out of our immediate area and even out of Utah. Look for some more NEW drives, organized by them, coming in the 2016 season!

-Roger Davis

A round of thanks to all who participated. Special thanks to group leaders who helped organize the runs and activities. In particular, Roger and Jill Davis went above and beyond this year! BMCU club officers - Thank you.
 If you have a run or activity you'd like to lead - be at the February Planning Dinner.

LBCs in World History

Page 4

AH Sprite at the Berlin Wall (twice)

Twice an LBC was used to smuggle people from communist East Berlin to freedom in West Berlin. From the book "It Happened At The Wall." Note the windscreen had been removed to pass below the gate arm.



Er war Österreicher. In einem Autoleihgeschäft in West Berlin entdeckte er einen Wagen, den er unter dem Schlagbaum durch die Mauer nach Westen fahren wollte. Bald danach entdeckte er denselben Wagen in demselben Geschäft. „Ist das dieselbe Idee?“, fragte der Posten. „Nein, ich weißte von nichts, und ich bin mit meiner Braut. Der Schlagbaum senkte sich. Beide Paare heirateten.“

He was an Austrian. In a West Berlin shop, on Kurfürstendamm, where people can hire cars, he had discovered a car which was so low that he could rush through to West Berlin under the turnpike. Thus he succeeded in getting his fiancée and his mother-in-law to West Berlin. Soon after that an Argentine discovered the same car in the same shop. He got the same idea. "Isn't that the car we had here lately?" the guard asked when the car entered East Berlin. The Argentine did not know anything about it and he was also lucky in getting his fiancée to West Berlin. But then vertically suspended bars (see photo) were attached to the turnpike. Only a few weeks later the two couples got married.



So you still want to paint a Union Jack on your LBC...

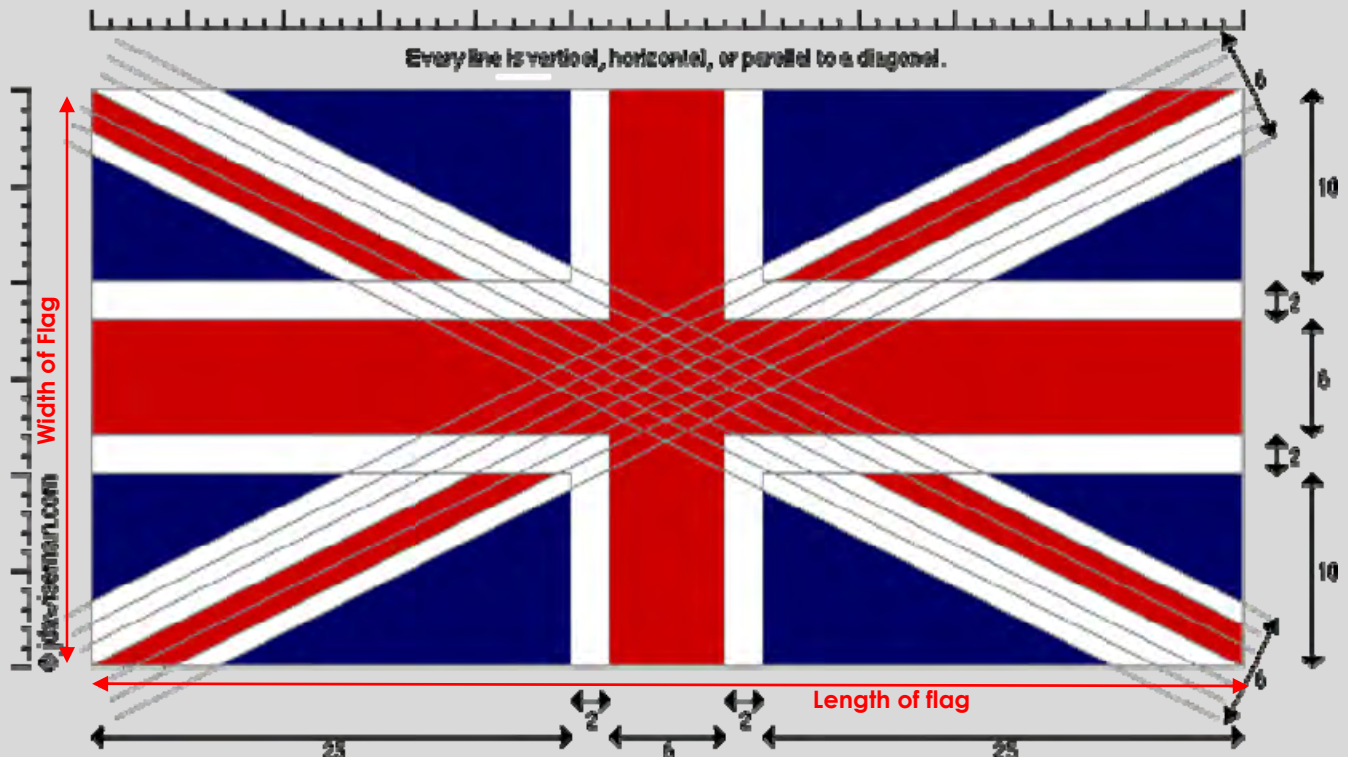
Page 5

Here's one way to do the Layout on the car

Since most car surfaces are curved and shaped in many different ways, none of them flat like a flag, doing a layout that works can be a challenge. Here's a set of steps that may help you achieve results that look good and portray the Union Jack close to its ideal flat-flag look.. It is assumed you know auto painting, prep, taping, overspray etc. BTW: It's your car and you can exercise all the artistic license you want.

These are just suggestions—proceed with caution and at your own risk!

1. Decide what part (or all) of the car you want to be emblazoned with the U J.
2. Mark the location of the 4 corners of your U J. These corners may or may not actually be on the surface of the car. You get extra credit for imaginary corner locations.



3. Tape the perimeter of the U J (connect the 4 corner dots) and this will be the outside limit of your U J design on the car. The perimeter lines will probably be curved in some interesting way. Prep/prime/paint the U J area white. (At this point you have a white flag only suitable for surrender.) Follow the paint manufacture's time and other instructions. Retape perimeter if necessary. This leaves just 2 colours to worry about.
4. Lightly mark the diagonal lines going from corner to corner (string can be handy for this). These will be reference lines and are not part of the painted design itself. These two reference lines are the centerlines for the diagonals of the Crosses of St Andrew (CSA) and St Patrick (CSP). Mark the intersection of the 2 diagonal lines. This point should be in the center of the U J. If not, return to Step 1.
5. From this intersection point at the center of the U J, mark 2 perpendicular lines. One line going the length of the UJ and the perpendicular line at 90 degrees to the first and running to both sides. These are the centerlines for the red Cross of St George. These are also just reference lines and will not be part of the final U J. For those of more extreme artistic leaning who set their U J at some angle to the axis of the vehicle, adjust accordingly.
6. Take a moment and consider the importance of getting the proportions correct. Particularly note the width of the red bars on the cross of St George (CSG) are the same as the total width of the red+white diagonals (CSA + CSP). Note also that **the width of the red bars and the full diagonals are 1/5 the width of the flag.**

See the November BMCU Newsletter for the first article on painting the Union Jack.

7. Measure the width of your U J and what 1/5 of that width (multiply width by .2) would be. Think of the width of the flag as controlling the other dimensions. Note: on the curved vehicle surface, the width of one end of the U J may be different than the other: use the wider of the two.
8. Now is a good time to decide the order of painting the colours; red and blue. Hopefully you have some experience painting vehicles or know someone who does and who can assist. Just a note; when you paint multiple colors there will be edges to the paint at the tape lines due to the thickness of the paint. A clearcoat over the appropriate auto paint can provide a smoother surface to the U J.
9. Note also that red and blue on the U J **never** touch each other. Since white is done, let's start with taping around what will be the red areas (the CSG and 4 portions of the diagonals). The tape needs to cover all the final white areas as well as the blue. Again don't forget to cover the rest of the car and other nearby things you don't want red; just as you did earlier with things you didn't want white.
10. Tape off the red CSG; the red bars are 1/5 the width of the U J centered on the horizontal and vertical reference lines you marked in **Step 5**. The horizontal and vertical bars are the same width.
11. The red portions of the diagonals are 1/3 (2/6) the width of the CSG vertical and horizontal red bars; and are separated from the blue by 1/6 and 1/2 (3/6) of the bar width. Note also that one edge of each red diagonal is on the diagonal reference centerline running from corner to corner that you marked in **Step 4**. Remember to watch what side of the diagonal reference centerlines the red diagonals are on. It does make a difference! AND each red diagonal has ONLY 4 sides (if not, try again). Tweaking (not Twerking) things a bit for surface curvature may be needed - go for it.
12. If you maintain the proportions, the final results should be good.
13. Again, following the paint manufacturer's time and temperature instructions you're ready for blue. You will be taping off for 8 blue triangles. If you were clever, much of the taping will be done already depending on how you taped for red. Regardless, follow the proportions and keep the lines as straight as possible. **Note: the white area adjacent to the red CSG is the same width as the red diagonals.**
14. After the removal of the tape it would be time to tape the outside perimeter of the U J (or the vehicle body panel) to apply the clearcoat if that is what you decided. **Have fun.**

The artist followed a different set of instructions.



Oh my. The red diagonals on the Cross of St Patrick must have been painted by an Irishman! Austin Powers' Shaguar.



Small,
but tasteful.



Jaguar Announces Chauffeur Deal

Posted on November 17, 2015 by Staff in Corporate Business, Highlights, Jaguar

Jaguar is pleased to announce a major new chauffeur deal with Crawfords of London, underlining Jaguar's fleet success this year and its status as a major player in the luxury private hire market.

Crawfords of London will be adding 50 2016 Model Year XJ LWB Autobiography models to its fleet of luxury models, transporting its most demanding customers in a car that is the pinnacle of Jaguar's line-up. As standard it comes with

- heated and cooled reclining rear seats,
- rear business tables,
- wi-fi
- and sunblinds.

The 2016 Model Year XJ features an uprated 3.0-litre V6 diesel engine, with CO₂ emissions reduced by 6 per cent to 149g/km, compared with the previous XJ. It also has a suite of hi-tech features, including

- 360 Degree Park Distance Control and
- InControl Remote Premium, allowing owners to access the car through their smartphone for features such as
- cabin pre-warming.

Jimmy Lazarou, CEO of Crawfords of London, said:

- "Our business is to chauffeur the world's most discerning people: from captains of industry, CEOs, business professionals, A-list celebrities, high net worth individuals and sporting personalities. The Jaguar XJ LWB Autobiography offers everything that we could want; it is stylish, spacious and luxurious.
- With rear seat entertainment that includes twin high-definition screens, wi-fi and a host of connectivity for smartphones, not to mention soft Nappa leather seats and acres of space,
- the specification meets all of our clients expectations.

We are also proud to be associated with a quintessentially British brand such as Jaguar."

Chris Newitt, Sales Director Jaguar Land Rover UK, said: "We are very proud that one of the UK's most highly-respected chauffeur companies, Crawfords of London, has selected our new Jaguar XJ 2016 Model Year as their flagship vehicle. It is testament to Jaguar's latest range – which features cars that have style, luxury and low running costs in equal measure – that we are ticking every box for business customers."

Note: Press release courtesy Jaguar Land Rover.

From: Just British Online Motoring Magazine, 11/20/2015

- heated and cooled reclining rear seats, The only way to recline in the rear seat of my 94 XJS Jag would be to lie sideways on your back with your feet in the air, which you would have to do anyway if you have legs.

If I want heated and cooled in my TR4, which doesn't have rear seats, is to wait for summer for heated and winter for cooled.

- rear business tables, Yeh right!
- wi-fi Drive to Starbucks
- and sunblinds. That's what baseball caps are for.
- 360 Degree Park Distance Control Learning to drive should include learning to park without Nannie's help.
- cabin pre-warming. Good grief stop being such a sissy. Have you tried wearing a coat?
- "Our business is to chauffeur the world's most discerning people: from captains of industry, CEOs, business professionals, A-list celebrities, high net worth individuals and sporting personalities. Obviously they do not have me in mind. In my world "chauffeur = taxi driver" and we often do not speak the same language. When I take a taxi I'm happy if I arrive and my shoe is not stuck to the floor and I have not been overcome by car-deodorizer fumes.
- With rear seat entertainment that includes twin high-definition screens, wi-fi and a host of connectivity for smartphones, Again with the rear seats!
- and acres of space, Who wants acres of space in an LBC. I do wish I could find a place for a cup holder in my TR4 that would still allow for a passenger.
- the specification meets all of our clients expectations. My LBCs do indeed meet my expectations. My expectations are not inappropriately high however.

I noticed that they talk a lot about luxury but do not mention "fun."

I'll stick with the fun LBCs.

-editor

Lucas Calendar **200 years ago**

As this year comes to a close it should be noted that 2015 marked the 200th year of peace between Britain and the U.S.

The Battle of New Orleans, fought at Chalmette Plantation in 1815, was the last time shots were fired in anger between the two English speaking peoples.

Our LBCs span a good piece of that time period.

Peace on Earth

God Save the Queen *Medallion from the 150th anniversary, 1965*



The **British Motor Club of Utah** welcomes anyone who owns or is a fan of classic British cars and trucks. Membership is free. If you are not a member and would like to join, go to our Contact page and let us know!

<http://BMCUTAH.org>

If you would like to attend any of our events, you must adhere to the following rules:

1. Show Up!
2. Have fun!

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

British Motor Club of Utah

Greetings:

Here is our 4th quarter, 2015 financial report.

BMCU Fourth Quarter Financial Report 2015

Beginning balance (from last report)		\$5439.33
Income		
Members contributions	217.00	
Bank interest*	<u>.09</u>	
	+	217.09
Expenses		
Roger Davis - deposit for Unitarian Church (refundable)	<u>100.00</u>	
	-	<u>100.00</u>
Ending balance		\$5556.42
*excluding December		

Hope you all have a terrific Christmas.
Martin D. Van Nood, MBA
C of E