

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

BRITISH MOTOR CLUB of UTAH

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Merry Christmas



Happy New Year 2017

As many of you know, over the past couple of years, I have been changing the lighting in my Sunbeam Alpine, from the stock incandescent lights, to modern LEDs. My first step was to change the instrument panel lights. The difference was amazing and very pleasing. I could now see my gauges when driving at night. It was an easy task to perform as the old lights were a simple swap out with the LEDs. The LEDs put out more light, but not to the point where the intensity was too much.

The next step, and the one that most members have been a witness to, was to replace the exterior lights. As with most old British cars, the running lights, brake lights, and turn signals worked, but were difficult to see during the day and only marginally better at night. Too many times I had the vehicle behind me, seem to want to park in my boot or not see the turn signal.

That all changed in March when I installed BRIGHT brake lights and turn signals. As an added touch, to gain more attention from other drivers, I incorporated a flashing module. This module, when I step on the brake, rapidly flashes the brake lights several times, followed by a short series of pulsing lights and then a steady brake light. Wow, the difference in response from those following me was amazing. No longer were cars climbing into the back seat (wait! I don't have a back seat!) when I applied the brakes. Many of you have been behind me on our various driving events and have commented that my brake lights were real attention grabbers. At night, this "light show" is even more impressive. I now know that my LBC is being seen and is not just another set of dim red lights.



What's next, you ask. This winter I will be working on the last of the exterior lights that I rate as poor, on a good day; the head lights. I'm changing this last system over to LEDs to complete the transformation from 1960's technology to 21st century high tech. The difference in lumens is reported to be 3-4 times higher with the LEDs. It will be such a treat to be able to see the road, when driving at night.

These three LED kits are available from Veloce Solutions located in Maryland; velocesolutions.com, 410-599-5475. Tell Joe that you heard about his LED kits from me and I'm certain that he will do all he can to fix you up with a kit for your LBC. He may even research and design a kit, just for you! I receive no kick back from Joe other than knowing that another member is enjoying the LED experience.

Although these kits were originally researched and built for Sunbeams, more and more marques have kits available. The headlight kit, in fact, will fit any vehicle with 7" headlights! Some of our members have already purchased the brake light kit and are using them. I understand that there are many folks who want to keep their vehicle as original as possible and the LEDs may not be for them. No problem. My feeling is that I want to be as safe as I can in my old Sunbeam Alpine (50yrs old this year) and keep enjoying it on the road. For me, originality is

not as important as the convenience and safety that these LED kits provide.

So stay tuned. When I get the LED headlights installed and aligned, I'll give a review, letting you know if I like them as much as I'm anticipating.

-Roger Davis

A BMCU Farewell to Kevin and Marie Cowan



Our best wishes to Kevin and Marie on their relocation to Denver. Two of the very fine people of the BMCU. We appreciate their participation, group leadership and companionship over the years.
Hope to see you again soon.

Recent EPA News about Ethanol in Gasoline

The Environmental Protection Agency last week opened public commenting on its recently introduced rule permitting fuel blends above 15 percent with the goal of introducing the rule into law by next December.

As outlined when the agency rolled out the Renewables Enhancement and Growth Support Rule early last month, the EPA proposes to reclassify fuels with 16 to 50 percent ethanol from “gasoline” to “ethanol flex-fuels,” the same category that E85 currently falls in. Such a reclassification would theoretically add more ethanol to the nation’s fuel supply by promoting more widespread adoption of flex-fuel vehicles and of ethanol blender pumps.

The proposal does not approve E16 and higher blends for gasoline-only (non-flex fuel) vehicles, nor does it reverse the EPA’s finding that blends higher than 10 percent are not safe for vehicles produced before 2001. In fact, if the rule does spur wider adoption of flex-fuel vehicles, it may even lead to less pressure to add more E10 and E15 fuel to the nation’s supply.

Meanwhile, according to a recent report from Bloomberg News, ethanol opponents have spent much of this month canvassing Washington, D.C., in support of the Food and Fuel Consumer Protection Act of 2016, which would cap annual ethanol blending requirements at no more than 9.7 percent of the nation’s fuel supply.

From: Hemmings Daily; Nov 22, 2016.

Lucas Calendar 2017

Feb: Planning Dinner,

Mar: St. Paddy's

Mar:

Apr:

May:

May: Memorial Weekend Tour

Jun: British Field Day Liberty Park SLC

Jul:

Jul: Festival of Speed Car Show

Aug:

Sep :

Sep:

Oct:

Nov: End of Season Dinner

Don't forget impromptu events too.

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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



Another reason not to put the top up.