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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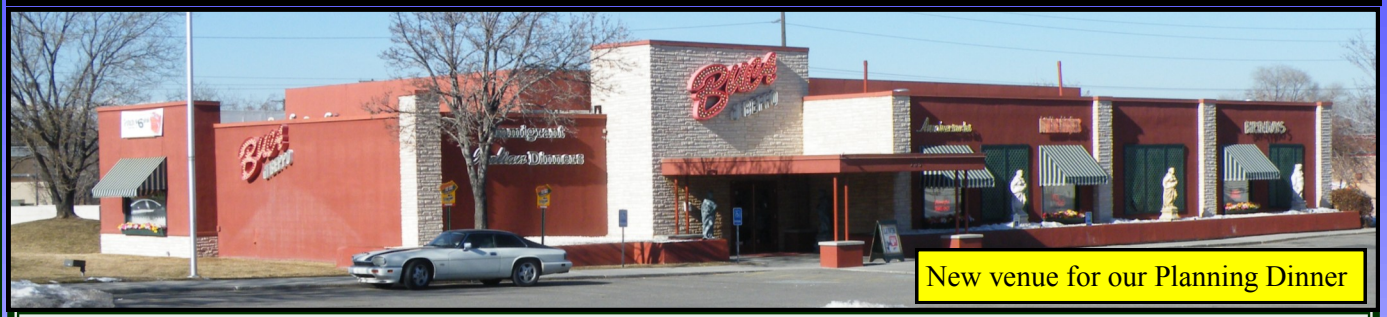
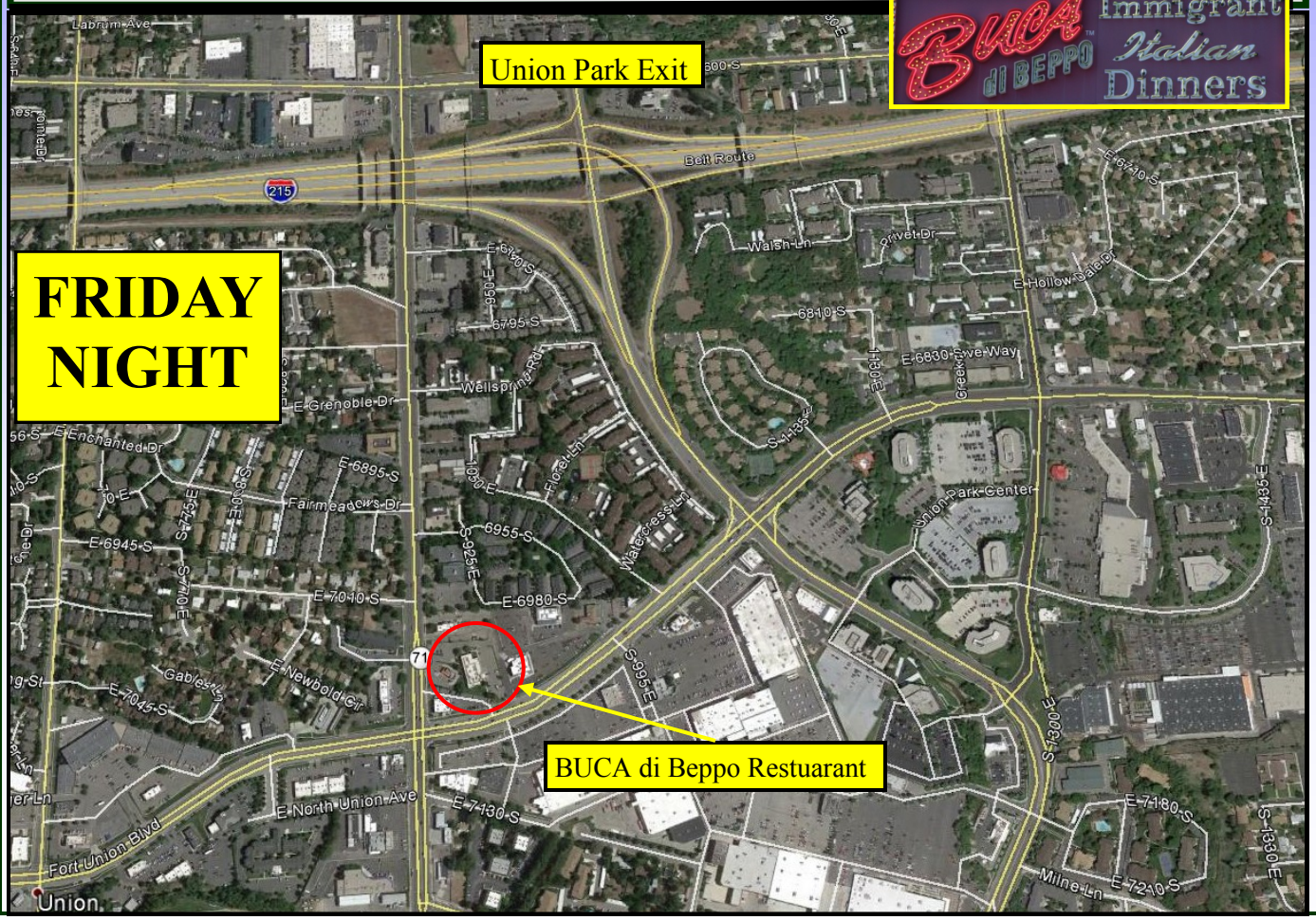


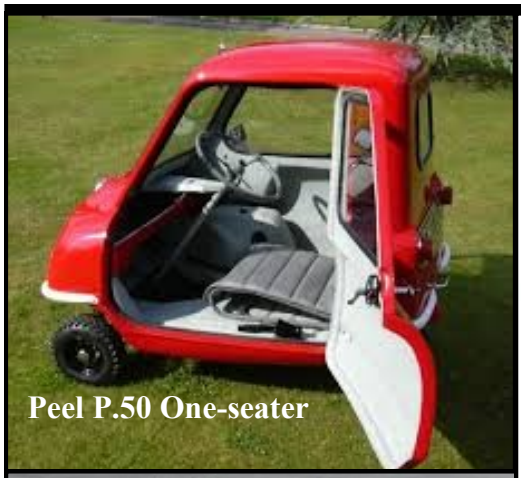
New venue for our Planning Dinner

FRIDAY Feb. 7th Planning Dinner 7 pm.

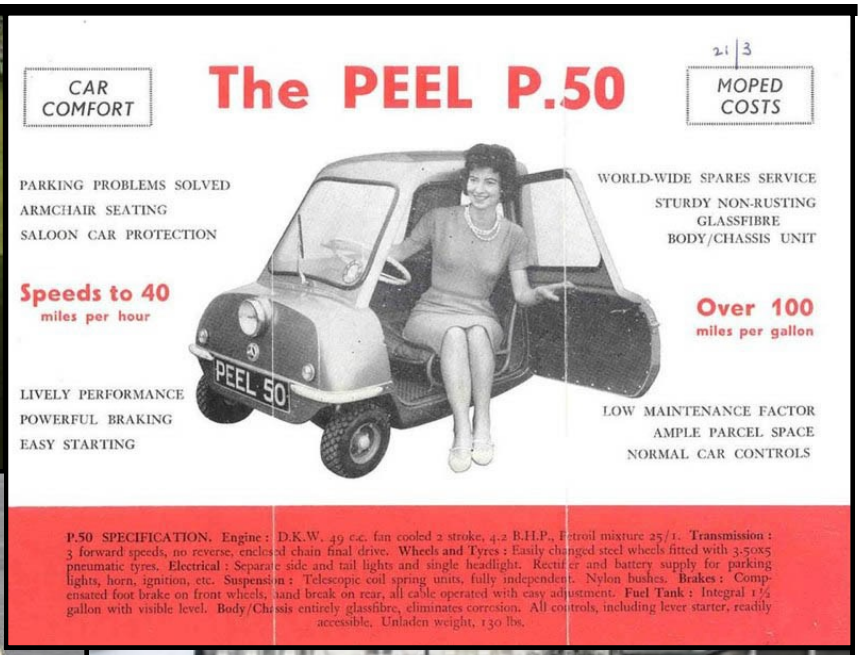
BUCA di Beppo, 935 East Fort Union Blvd., Midvale

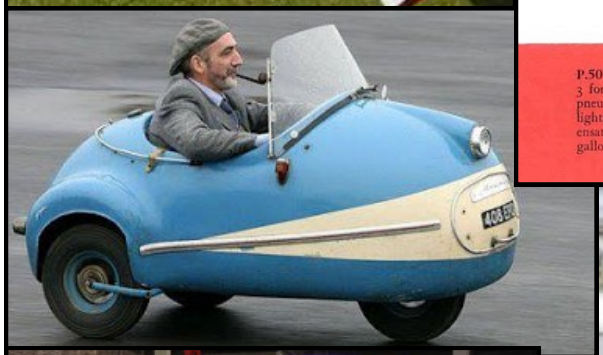


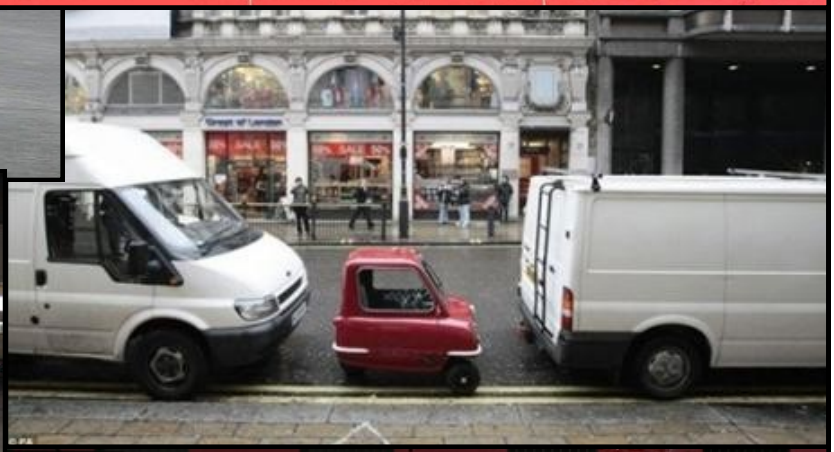
50 Years ago from the Isle of Man

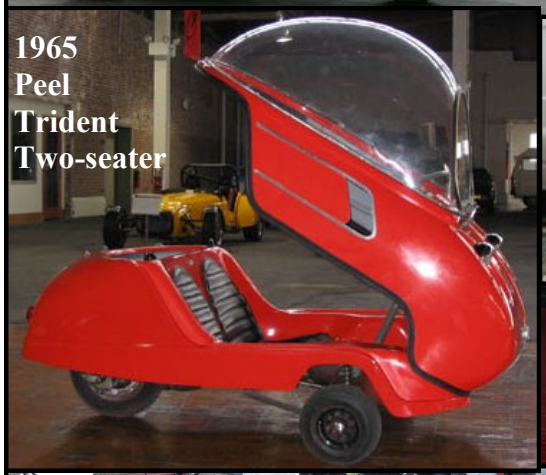


Peel P.50 One-seater

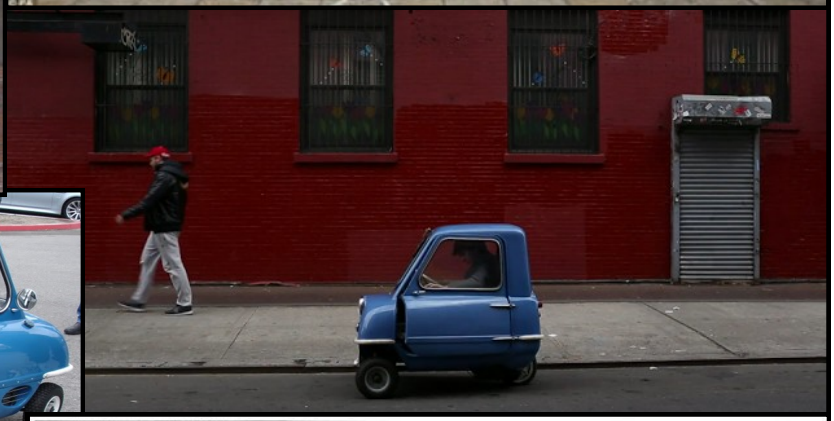


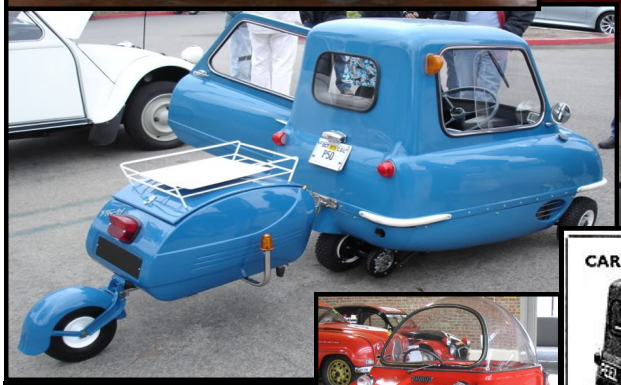




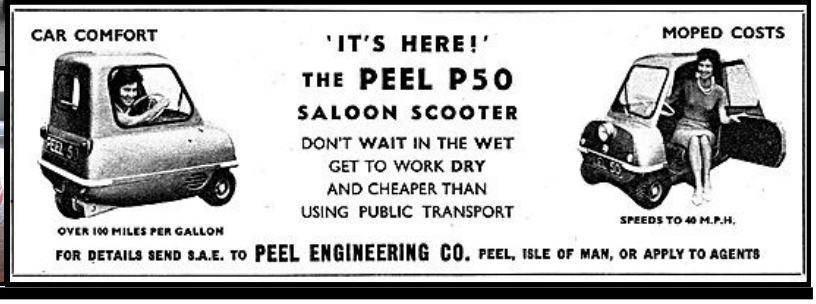


1965
Peel
Trident
Two-seater





There will always be an England !

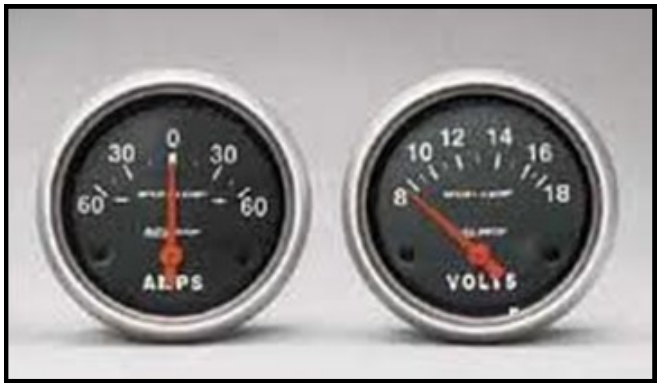


From the internet...

Which is better for monitoring a vehicle's electrical system - a Voltmeter or an Ammeter?

Short answer: A Voltmeter, by far.*

Electrical guru Mark Hamilton of M.A.D. Enterprises points out that amperage is a measure of current flow, so an **ammeter** is actually a "flow meter" that's intended to measure current flow to the battery (under normal conditions) or discharge from the battery (in the case of alternator system failure). On a typical flow meter, all output must be directed through the device to obtain an accurate reading. In the **ammeter's** case, that means all the alternator output used to recharge the battery must first be routed through the **ammeter** under the dash. Which requires a heavy-gauge cable and presents a possible fire hazard. And the ammeter itself must be able to handle all this current flow, so it must have a higher current rating than the alternator's maximum rated output.



All this might be worth the hassle if the **ammeter** produced reliable information. But the **ammeter** can only measure the amount of current output to the battery for recharging purposes: When the alternator recharges a "low" battery, the **ammeter** indicates a high charge rate; with a fully charged battery the voltage regulator reduces alternator output, and the **ammeter** is supposed to indicate a very low charge rate. But how can you really tell the regulator has reduced alternator output because the battery is fully charged? Maybe a diode in the alternator rectifier failed, or the alternator belt slipped after it warmed up, just as if the battery were fully charged. Or maybe the meter indicates a medium charge rate most of the time-does the battery want this much or could the voltage regulator be overcharging the battery?

On the other hand, a **voltmeter** works like a fuel pressure gauge-but instead of measuring fluid in psi, the **voltmeter** measures electrical system pressure in volts. Just like a fuel pressure gauge, a voltmeter only needs to tap into a circuit; all the fuel (or electricity) does not have to detour through the gauge itself. **Voltmeter** installation is easy, quick, and safe: It hooks up to a fused, ignition-switched "off/on" source and does not require any modification of the circuit used to recharge the battery or any part of the alternator/regulator system. In short, the **voltmeter** installed at the dash will be a stand-alone circuit.

The **voltmeter** directly measures the result of charging-system performance. With normal alternator/voltage-regulator function, battery voltage is maintained at 14.0 to 14.5 volts-and this is reported directly by the **voltmeter.** In the event of alternator-system failure, voltage will be low and continue to drop as the battery discharges. In the event of an "overcharge" condition, the **voltmeter** will climb above its normal zone. In summary, there is no chance for misinterpreting a **voltmeter's** readings as can happen with an **ammeter.**

Voltmeter vs. Ammeter?

Auto Meter offers both, but for most applications a voltmeter yields a safer installation while providing more useful information on charging-system conditions.

From autometer.com*

* For information only; not an endorsement.

Coming soon... the true story of the ignition light.

PRESS RELEASE

62nd Annual Rallye Glenwood Springs, June 13-15, 2014

The MG Car Club - Rocky Mountain Centre invites you to join us for the *62nd Annual Rallye Glenwood Springs*, the oldest continually-held time-speed-distance rally in the United States, on Friday, Saturday, and Sunday, June 13, 14, & 15, 2014.

The weekend is a marvelous opportunity, not just for MG owners, but for sports car enthusiasts of every mark (British, American, German, Italian, Japanese) to come together for sunny days, cool nights, and unique events. The fun begins on Friday with a scenic road tour from the Denver suburb of Arvada, touring through canyons and over mountain passes in the heart of the Rocky Mountains to the scenic resort town of Glenwood Springs. Added this year is a concurrent tour, the Western Slope Tour. Saturday's main event is the Rallye Glenwood Springs, a time-speed-distance rally to challenge both novice and experienced rallyists. Spend the day winding through the beautiful mountain valleys around Glenwood Springs. The weekend culminates with a social gathering Saturday night and the Car Show, Funkana, and Awards Presentation on Sunday.

Since its inception, the MGCC-RMC has sponsored the Rallye, which began when a hardy group of sports car owners discovered the joys of motoring in Colorado in MGs that still had drop-down tops and running boards (see photo). The Rocky Mountains of central Colorado, with some of the most breathtaking scenery in America, formed the backdrop for the Rallye Glenwood Springs through 61 previous years. Vintage and classic cars from as far away as California and Illinois have shared the twisting mountain roads with their newer counterparts for octane-related festivities. And enthusiasts have come from as far away as England to drive their sports cars through such fabled Colorado mining towns as Leadville and Aspen on their way to Glenwood Springs.

Registration is only $45 for all the driving events and the car show (before May 15; social event and regalia are extra). Additional information and registration forms are available on the MG Car Club, Rocky Mountain Centre website at http://mgcc.org/. You can contact the Registrar Cathy Knopinski at 303-779-8739 or the Publicity Chairman Joe Gunderson at 303-791-4902 or email at glenwood2014@comcast.net.

Photo: Charter MGCC – RMC member Hazel Marble at the start line of the 1953 Rallye Glenwood Springs

Lucas Calendar

February 7, 2014: Planning Dinner.

March 2014:

April 2014:

May 2014:

June 2014:

July 2014:

July 2014:

August 2014:

September 2014:

October 2014:

November 2014:

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

Salt Lake City, Utah

2014 Planning Dinner—Friday, February 7, 2014
Check out the menu...
www.bucadibeppo.com

Not all those who wander are lost.
J. R. R. Tolkien