

## We're back

The Spoke'n Word is back on the press and is looking for your assistance to improve and keep our members up to date. If you have articles, images, stories, good jokes or bad ones, we would like to hear from you. Contact Marty Ross at [martysmorris@gmail.com](mailto:martysmorris@gmail.com)



## Our First Event of the Year was a Great day for British Motoring

The Lamb Club held the 13<sup>th</sup> annual St. George's Day British Motoring Show in Fort Langley with 93 registrants basking the spring sunshine. The day was highlighted with this year's feature cars, "The Working Mans and Family Cars of Britain". These included Triumph Mayflower, several Minis, Austin 1800, Ford Anglia, 2 Morris Minors and a Morris Marina Convertible, (only a few ever made) and an Austin Marina. These complimented the Jaguars, MG, Rover, Triumph Sports, Double Decker Bus and London Taxi.

This year's Mayor's Choice was Kerry Turner's sparkling Morris Minor Traveller; an outstanding choice. A good time was had by all present. Thanks Carole for the weather and the rest of the team for their efforts throughout the day. More pictures on Page 3



## June Events

As of May 27, 2018. Subject to Change

### June

**Saturday 2 June Vintage Car  
Display Ambleside Park West**

**Vancouver Cars 25 years and older.**

[simon.scott43@me.com](mailto:simon.scott43@me.com)

**3rd OECC open show at Douglas  
Park in Langley see**

[www.OECC.com](http://www.OECC.com) **Vancouver Events**

**8 LAMB Meeting Langley seniors  
Resource Centre See Website**

[www.lambscarclub.com](http://www.lambscarclub.com)

**10- Donegal's Irish Pub 12054 96th  
Ave Surrey**

**10- Richmond Sockeye Run -**

**Steveston - [info@sockeyerun.com](mailto:info@sockeyerun.com)**

**16 - Highland Games car show - [http://  
bchighlandgames.com/home/british-  
cars/](http://bchighlandgames.com/home/british-cars/)**

**16 - Czorny car show – contact Carole**

**See page 4 for info on runs**

**Check the [www.lambscarclub.com](http://www.lambscarclub.com) site  
for updates**

## My Morris'? Morris? Mogies? ... What's the plural of more than Morris?



Ok, I am asked this question at almost every show and I am sure you are too. "How did you select Morris Minors as Collector" Firstly I am British born and Morris is the national family cars of the 1950's and 60'. Sorry Ford, Hillman and Austin but its true. It was the original British Beetle.

Secondly it was my fits car, 1957 Morris Minor 1000,. At 16 it was my Cadillac in Ladner, BC. Our school had seven Mogies.

I travelled daily in Vancouver for work at the old Lumberland stores and attended high school in Ladner. It took little gas, only \$3.00 to fill, and lasted for a week.

Almost 50 years later I found a 1958, 4 door, Morris on Craig's list for \$900 and jumped at the chance to start again my youth. It was in reasonable shape just missing most of the floor panels and needing the rear springs reattached

to something better than rust.

My dream had come back.

The car was cool. It was right hand drive, powered by a 948CC engine.



*Yep its not green. It is original.*

I joined LAMB not long after I purchased the car and started on the road for shows and special events.

In 2014, I managed to find on Craig's list, my latest addition to the corral; A 1961 Morris Minor 4 door in Shadow Grey. It was restored and ready for the road. I had always dreamed a Panda Car and this one was almost the right colour and was just missing the white doors and Signs. Enter a vehicle graphic or at least a non-graphic for the doors and magnetic Police signs. I found a blank Taxi sign on the web for \$10 in China and some decals to spell out police. I had a CB radio from a neighbour's Garage Sale and dress the car like a Panda car in the 1960's and yes they had.. *More on Page 4*



"It's a British car. Needs braces."



St George's Day  
Spectacular  
British Motoring  
Show 2018





# Fort Langley May Day Parade highlighted with LAMB vehicles



LAMB Cars once again escorted the Mayor and Councillors in the May 21 may Day Parade in Fort Langley. Sunshine and great crowds filled the streets.

The Lamb members included:

Marty Ross with the Panda Car

Nick Zwager - Jaguar with **Mayor Froese**

Rob Nicholls – MGB

Paul Heliwell - Jaguar with **Clr. Arnason**

Arthur Blevings - MGB

Keith Major - London Taxi **Clr. Davis**

Andy & Joyce McCombie – MGA

**Councillor Sparrow** driving her red 1966 Mustang

Adrian Holmes - MGB

Carole Borgens - Jaguar with **Clr. Whitmarsh**

Gord Rawlings - MGB with LAMB Banner



"it's easy, lady...just follow the oil leaks!"

*Cont from Page 2*

them. (another question I get often)

It is interesting that I got the funding for the second car from the proceeds of the first car working in the Film Industry. The 58 was in the BFG and over 6 days of shooting I received \$6000 which was more than enough for the Panda Car.

The car has been in several TV series shot in Vancouver and surrounding areas including: "When we Rise" on ABC, "Limoney Snickets" on NetFlix, "The Man in the High Castle" on Amazon Prime and DC Legends of Tomorrow on CTV.

Maybe more Morris'? Morris? Mogies? In the future. Don't tell my wife!

## LAMB FUN RUN SCHEDULE 2018



**June 24:** Shady Grove Vehicle Collection. This will be a joint run with the Fraser Valley Club. Our arrival time at the collection will be 11:00 A.M. We should depart at 9:30 to give time for a washroom break. The planned route will start at the McDonalds at 88 & 204. The drive is about one hour driving time. Destination is Shady Grove 31804 King Rd Abbotsford. My plan is to depart the collection at 1:00 P.M. for lunch. If you go to <http://livingsignificantly.ca> and open any article and scroll down on the left margin to archive and open May 2015 and again scroll down to article " Former classmates meet at Shady Grove part 1 & 2 you will several photos of the facility.

**July 8:** This will be a scenic run through south Langley, Surrey and Delta finishing at the Boundary Bay Airport for lunch. The starting place and time to be announced later but departure will around 10:00 am. We will arrange stops at a couple of wineries. Please notify Gord Rawlings at [gpr@shaw.ca](mailto:gpr@shaw.ca) of which events you plan to attend and the number of passengers.

# Why POSITIVE EARTH? - ET-098 MGA GURU

On 3/13/2010, Skip Scott in Walnut creek , CE wrote:

"What is the rational for a positive ground system? Is there an advantage of one system over the other? My car has a positive ground".

The short answer is, there is no functional reason why any car needs to have positive earth. The real reasons are rather twisted, based in prior historical tradition, so now you get a history lesson.

1828 first telegraph. 1876 first telephone. These devices commonly used a single wire for interconnection. These were DC battery powered systems (sometimes with a generator to recharge the batteries). At each end the circuit was grounded in the earth for the electrical return path. For the phone systems the central office ground was a relatively high current single grounding point, fairly easy to control for corrosion resistance. This was considered to be 0-volts. For station equipment (single remote telephones) it was chosen to make the earth grounding wire negative. This earth connection is then protected from cathodic corrosion because voltage is lower than the ground potential. This affects galvanic corrosion resistance between the grounding wire and mother earth (real ground).

The general use of automobiles came later. In autos there is no earth ground. When the vehicle sits on rubber tires the entire system has floating electrical system (no ground). Suppose you have a car with the positive post of a 12-volt battery connected to the car body. You can connect a single jumper cable from the negative post (the "hot" terminal) to a metal post driven into the earth. Then the "hot" side of the vehicle system becomes 0-volts in relation to earth ground, and the chassis of the vehicle becomes negative 12-volts. You could connect a 12-volt lamp between the vehicle chassis and the earth grounding post, and the lamp would light up. This is why you have to be careful using jumper cables on cars with opposite polarity electrical systems. Don't let steel bumpers touch, as it would short the batteries together in series causing catastrophically high currents.

The idea that a vehicle has an "earth" connection (or electrical grounding point) is only a traditional method of naming certain types of electrical connections (carried over from terminology used in earlier single wire electrical systems). Cars do not actually have electrical grounds. We simply call the collection of battery return path connections "earth" or "ground" as a naming convention.

In the simplest systems there may be only a single circuit from battery to ignition coil, through contact points and back to the other post of the battery. With additional circuits we typically branch the circuits on one side of the battery only, commonly called the "hot" side, so all of the return circuits can be carried on a single conductor. For a vehicle with a steel chassis it is convenient to connect the return circuits to the chassis to reduce the amount of wire used. Otherwise this is not necessary and not always true. The Lotus Elite for instance has an all fiberglass unibody with no steel frame, so all of the electrical circuits must have a copper wire conductor for return to the battery.

In a steel chassis car it is entirely arbitrary which side of the battery gets connected to the chassis, so it makes little or no difference if it is positive or negative "ground". During first half of the 20th century some manufacturers used positive ground, others used negative ground, and some switched from one to the other more than once. When car radios became a popular accessory, ignition static could be a problem, and it was good if all vehicles might have the same electrical polarity to reduce ignition noise on the radios. We still had mixed vehicles until the mid 60's. With the advent of practical portable alternators it was a convenient time to standardize, and all vehicles thereafter were built with electrical return path to the negative battery post. For a couple of years in the mid 60's there were a few positive earth alternators, but most people have never seen one.

Vehicles with "solid state" (transistorized) electronic gadgets will invariably be negative earth. The first common "solid state" electronic gadget in cars was the transistorized radio, starting in the mid 50's. Most of the early transistor car radios had a polarity plug on the back so they could be used in either positive or negative ground applications. The next common electronic gadget for cars was the triode bridge in the alternator, circa early 60's. Early alternators used silicon plate rectifiers that could be connected for either positive or negative grounding, so some early alternators were made for positive ground applications. When silicon diodes were developed with sufficient current capacity for alternator rectifiers, all alternators were quickly redesigned to use diodes. This is when all alternators became negative ground, and all cars using them were built with electrical return path connected to battery negative.

If you have an early production car with positive electrical return path (positive earth), it is generally easy to change the polarity. For my 1958 MGA it is as simple as reversing the battery, and re-polarizing the generator (a 1-second process). To be nice we also swap the primary wires on the ignition coil so the spark still jumps the same direction across the spark plug gaps (mostly for radio static reduction). When installing a modern radio in an older car it is usually easier to change system electrical polarity than to try isolating the radio cabinet or using a polarity changer for radio power input. The only good reason for retaining positive earth setup on the older car is for originality (concours show cars).



# ABFM Shines Bright for LAMB Cars

The 2018 Vanduesen ABFM was a great success with both the Weather and vehicles shining bright.

Victor Russell with his 1959 Triumph TR3 took first place his category.

Other LAMB cars included:

Marty Ross had his 1961 Morris Panda Car , Ian Newby had a Sprite Racing car that his brother had done some great mechanical work done, Carole Borgens had her 1990 Jaguar XJ-S Convertible, Mike Boyle had his 97 Lotus Esprit, Rob Nichols had a MGB, Keith Sparks was their with TR6, Dave Rodger had his 82 Triumph TR7, Colin Cuvelier had his 75 Morris Marina Convertible (1 of 13 left in the world as well his 73 Austin Marina, David Smith with his new purchase of a MINi Cooper.



If we missed a few, our apologies, we will add to the next issue

## SVABC readies for Collector Car Appreciation Day (from Western Driver)

The [Specialty Vehicle Association of BC \(SVABC\)](#), the lobby group committed to preserving the collector car hobby and supporting B.C.’s car enthusiasts, is all revved up for a momentous year of Collector Car Appreciation Day celebrations in British Columbia.

At the request of the SVABC, the Province of British Columbia has issued a Proclamation declaring July 14, 2018, and the month of July 2018, as Collector Car Appreciation Day (CCAD) and Month.

“We are extremely happy to see this program continue, this is the (5) fifth year for CCAD and the participation continues to grow, most [car clubs] already have plans in place for 2018,” said Bob Kelly, SVABC president. “CCAD is all inclusive, all vehicle enthusiasts, cars, pick ups, motorcycles, trucks everyone in the hobby. It recognizes vehicle enthusiasts for what they give back to their community—through charities, food banks, school breakfast and lunch programs, mechanic bursary education programs, assisting seniors, and economic spin off. The preservation and promotion of the [collector car] hobby is front and centre.”

For more information about the Specialty Vehicle Association of BC, visit [www.sva.bc.ca](http://www.sva.bc.ca).

### July 21 – Western Washington ABFM

(Day of Show Registration: 8:00 am – 10:00 am, open to spectators at 10:00)

Fees

First vehicle registration fees are \$35.00.

After July 14, first vehicle registration fees are \$50.00.

Spectator parking is \$10 cash per car.

30th Annual  
ALL BRITISH  
FIELD MEET

Western Washington  
All British Field Meet

**Brits on the Green**

July 21, 2018 - St. Edward State Park  
10:00am-4:00pm 14445 Juanita Drive NE, Kenmore, WA

**Hundreds of British Cars**  
Car Show & Cars for Sale \$10 cash fee for spectator parking.

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