

The Morris Gazette

British Motoring Club - New Orleans

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BMC-NO is affiliated with:
North American MGB Register (NAMGBR)
and
Vintage Triumph Register (VTR)

If you are a member of these or any other national register or club, please let us know.

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President's Message

Well, it's officially summer and time for our trip to Catfish Charlie's in Hammond. We usually have a good turnout and the food is always plentiful and delicious. The \$13.95 per person price includes tax and tip. See you there on Saturday June 26th. We will meet at the restaurant for 5pm.



Since summer is usually hectic, now is a good time to mark your calendar for our July Event, **Taste of Bavaria**. We have not been in a couple of years, so get ready. They stop serving breakfast at 11:30am, so we have to get there early. Both sides of the lake leave for 10am to arrive at the restaurant for 10:45am.

Here is something new.....Be at the T.G.I.Friday in Covington on Columbia Street the last Friday of the month. Display your car, get some food and drinks, listen to the free bands and talk amongst yourselves. (I'll give you a topic.... "CARS"). This is not an "official" club event, but when I heard about it I knew that many of our members would enjoy it.


Call some friends and drive over.

Please stay safe. With all of the vacation-goers on the road, remember that our LBC's are not always easy to see. So make sure your horn is working well or turn the radio up REAL LOUD!!!!!! Be safe so we can all be around to do more in 2004.

Bill

P.s. Check your listing in the membership directory this month.

There is a form for corrections on the last page of the newsletter. Clip the form, fill it out and mail it to the club P.O. Box or email the info directly to the Cathy Greensfelder, our newsletter editor, at cgreensf@cox.net



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Laws of Physics for British Cars from the Internet

Sir Isaac Newton, an Englishman famed for his discovery of the Law of Gravity, has a branch of Physics named for him. The real breakthrough in physics in the 20th century has been the development of Quantum Physics. Often startling and unconventional, the laws of Quantum Physics explain heretofore little understood phenomena. Yet no one has fully explained the perplexing contrivance of Newton's countrymen: the British car. Indeed these cars, which we know and love, defy all known laws of physics. In an effort to bring some clarity to the conundrum of the British Car, I offer this treatise in hopes that it will account for some of the idiosyncrasies of these venerable but unpredictable vehicles. This seminal dissertation will no doubt be widely, if not soberly, debated. While I support the prerogative of the reader to question my conclusions, I challenge skeptics among you to propose equally plausible, lucid and concise explanations for the phenomena in question.

- 1. Law of Accelerated Entropy:** Entropy in British cars proceeds at twice the rate of that of normal electro/mechanical devices. Entropy is the propensity of matter to break down to its simplest form (ultimately the hydrogen atom). This previously unknown law has been deduced through observation, and is supported by the now famous Lucas Corollary to Murphy's Law.
- 2. Law of Inverse Practicality:** The most desirable British cars are the least practical to own and operate. This is also known as the Law of Sodomasochistic Attraction.
- 3. Law of Momentum and Inertia:** Most simply stated this law is British cars are hard to start, but once you get them going there is no stopping them. Also know as Girling's Law, this explains why most older British sports cars which still run, need bodywork on their front wings, bonnets and/or front aprons.
- 4. Law of Inverse Complexity:** Mechanical devices on British cars have twice as many parts as those on other cars. In Social Science literature this is referred to as the British Labour Party Law of Job Security and Feather-bedding.
- 5. Law of Obscure and Obtuse Nomenclature:** The names given to parts of British cars have no rational explanation outside of certain esoteric circles. Cases in point: a Hood is a convertible top, the Bonnet is the hood over the engine, the Boot is the trunk, and a King Dick Spanner is an adjustable wrench. Recent research has confirmed that these arcane terms were coined by early British auto makers as an inside joke while in an ale-induced stupor during nightly visits to the Lucas Pub and Electrical Works in Coventry. The same beverage was consumed in quantity by writers of technical and shop manuals with similar unfathomable results.

6. Law of Agricultural Lineage: With notable exceptions, stock British car engines look and sound like tractor engines, from whence many of their original designs came. If it could plow a field, it could power an auto.

7. Cultural Phylogenetic Law of Electrical Systems: A British car electrical systems recapitulate British society in that their designs are rooted in tradition, but their components often go on strike, fail to work together, and are filled with caustic and incompatible constituents. These social conditions are exacerbated by the fact that much of the populace own Lucas refrigerators, and are forced to drink warm beer.

8. Law of Inscrutable Variables: Also known as the Stealth Corollary to Murphy's Law, this law states that anything that can go wrong will be well hidden until it does, and will often defy diagnosis. This explains why British cars are chock full of so many delightful surprises and enigmas.

9. Law of Cyclic Effort in Restoration: Similar to the example of the process of painting the Golden Gate Bridge, this law states that as soon as one need or problem is solved, another will pop up to take its place. Thus a British car restoration is never completed, but always in progress.

(With tongue in cheek, and apologies to my friends across the pond!) §

Problem Rotors by Jim Jones

An on going problem with our British cars came up again at the car show this year: faulty distributor rotors.

The most common type of rotor has its brass contact strip riveted to the top of the plastic rotor. The plastic housing cracks at the rivet and allows the electric current from the high energy voltage from the coil to ground out to the distributor shaft. The result is that the engine stops running. Sometimes it is hard to see the crack at all! Many times the rotor simply cracks in halves and falls off the shaft and the problem is obvious.

This is a manufacturing defect and nothing can be done to prevent this from happening. When it does occur, some owners have used electrical or duct tape and rubber bands to temporarily effect a fix! It will get you home. I did just that to an owner's MGC on an out of state trip. We purchased another one at the car show from one of the vendors. But, the wiser thing to do is carry a couple of spares with you. The part is not expensive and with a spare you can be back on the road in minutes. You could even help out another British car owner.

Until the maker (unknown) remedies this defect, there is nothing else that you can do to prevent a break down. §

TECH TIP from "The Bonnet"*, newsletter of The Northwest MG T Register. Submitted by Carl Guderian & Little British Car.

Ever wonder how to install a washer, loc washer, and nut on a bolt that you can only reach with one hand? If you have access to the bolt head, place an old permanent speaker magnet on top of it. Then, the washer and lock washer combination will be held in place with magnetism and you

will have no problem.

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Dorset Madness #11 by Jim Jones

A lot has occurred since the writing of Madness # 10. The most impressive piece of work has been the fabrication of a new transmission cover. Peter Brauen constructed it from a flat sheet of metal. It is topped with a shift lever bracket, rubber boot, and chrome trim ring from an MGB. The removable elongated bracket plate allows excess to the reverse light switch.



An after market period FrigiKing interior A/C unit has been installed below the interior firewall shelf. A Sankyo air compressor has been mounted to a custom pivot bracket designed by Peter Brauen. It attaches to the top of the left hand motor mount, engine block, and the engine's front plate. Very secure!



A Ford Saturn alternator mounts to the top ears of the compressor. It was feared that the Lucas unit would not be able to supply the amperage necessary to power the three electric fans. One for the interior unit's blower motor and two for the condensing coils.

Two coils? Yes, there is very little space in front of the radiator and the large, but un-pressurized, stock radiator would not be able to handle the extra heat load. And the use of R-134A refrigerant requires a much larger surface area for the condensing coil and space in front of the radiator is at a premium. So, it was decided to mount two coils under car's body at the rear seats. The coils will be spaced such that the rear end and driveshaft cannot contact and damage them. An electric cooling fan will be mounted on each of the coils assemblies. It will required the use of more rubber A/C hose, but it will result in fewer hoses in the engine compartment.



Peter and I have begun the work on the left hand running board. Seen in the photo on the left is the replacement sheet metal for the interior section. The front exterior sheet metal has been formed and will be attached after some metal work is done to the bottom of the left hand "A" post. The outer edge of the area to the rear of the repaired section has been replaced to the wheel well opening. Forming and fitting the sheet metal is tedious and time consuming. In all, two days of work will have passed before this side is completed. More to come later! §



NOTICE TO MGB OWNERS!

Our club is affiliated with NAMGBR, the North American MGB Registry. This affiliation provides our liability insurance for events. BMCNO must maintain 8 registered NAMGBR members in our club to be affiliated. If you own (used to own, or would like to own) an MGB, please join NAGMBR, then tell the newsletter editor, Cathy Greensfelder. (She's the keeper of the membership list.) NAMGBR dues are \$25 and the newsletter *MG Driver* is worth it. Cathy will have NAMGBR membership applications at the next meeting.



ATTENTION TRIUMPH OWNERS!

Our club is a Vintage Triumph Register (VTR) zone. We need 10 VTR members in our club to become an affiliated chapter. There are insurance and other benefits to becoming a chapter. If you own (used to own, or would like to own) any type of Triumph, please join VTR, then tell the newsletter editor, Cathy Greensfelder. (She's the keeper of the membership list) or Harold O'Reilly, the VTR liaison. Cathy will have VTR membership applications at the next meeting.

The Bradley's Virginia Beach Trip by Susan Bradley

We headed to Virginia Beach, to visit with relatives and Allen found 2 car shows for us during our 2 week vacation. We took 2 cars and Sue and her mom followed Allen in the MG. At times, he was very hard to keep up with, sometimes doing 80 - 90 mph.

Allen met up with his new friend (TR 8) via e-mail, and he led the way to breakfast at the bagel shop. There we met other British car club members (Tidewater Triumph Register). From there, we caravanned over to their club event at a very nice body shop. The owner offered free inspection stickers, oil changes, engine steam cleaning, undercoating, girls in bikinis washing the LBC's, music, and grilled hamburgers, hot dogs, and drinks. Petey, the owner of the body shop, told Allen he did a great job on painting the MG. He said Allen could put him out of business. We saw lots of nice cars - TR7 Spider, TR8, TR6, TR3, TR250, MG's, Tiger Sunbeam and a Pierce Arrow... and met some very nice and interesting people.



On the way there, we toured Duke University in Durham, NC. We drove the MG across the Chesapeake Bay Bridge tunnel over to the Eastern Shore of VA. We saw Cape Charles and took the scenic roads through the countryside of these historic cities.

On another driving day, we saw some naval and army history in Norfolk. We hit Doumar's Cones and BBQ where the world's first ice cream cone machine sits outside the restaurant. It was originally used in Coney Island in 1905

and kept in the Doumar family to the present. The next day we crossed the James River over to Yorktown.

On the way home, we went to an Austin Healey car show in Salisbury, NC. There were 250 cars...about 20 in each class of MG's chrome and rubber bumpers. This show is not much to talk about. We realized that we have the BEST show. There was a host hotel, but no social. Allen met a Jaguar owner who invited us to their hospitality room. We did meet some very nice people and made new friends. One of the MG owners told us a beautiful scenic route to Asheville, NC.



From there, we visited Biltmore Estates in Asheville. We toured the 250 room home, winery and gardens...very interesting and elegant. This is America's largest private residence. There were beautiful trees, vines, and plants all over the estate. We took a drive on the Blueridge

Parkway also. We saw magnificent vistas in every curve of the road.



We met an Englishman in Salisbury and an English couple at the Biltmore House. They were so happy to see the MG and of course, we enjoyed talking with them.

The MG did great on the inclines and winding roads of the mountains. Allen enjoyed the driving - even through some rainy days and Atlanta's traffic. We saw some beautiful scenery and of course we found some great restaurants and really good food. So this family vacation turned into car show trip was pretty neat and well planned by Allen. §

For Sale

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Newsletter Submissions

Electronic submissions are greatly preferred. Email to MorrisGazette@cox.net or bring a diskette to the meeting. (MS Word or plain text preferred.) Bring written articles to the meetings, or mail to P.O. Box 73213 Metairie LA 70033

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