Off-Side Undo

A publication of

THE ENGLISH MOTORING CLUB

P. O. Box 5263
Jackson, Mississippi 39216

April 1988

TOPS DOWN PARTY A SUCCESS

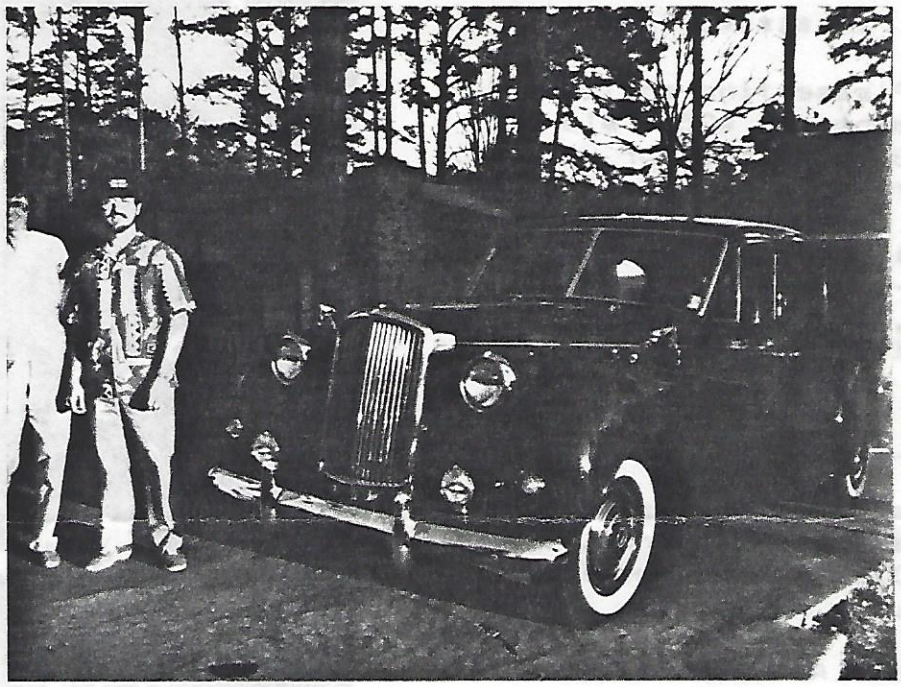
EMC's Tops Down party (our annual rites of spring bash) was held in Brandon by our hosts, Julia Cappello and Keith Anderson, last March.

The event was well attended, with our hosts and Pat Anderson, Steve Cappello, Pat and Barbara Cashman, Craig & Jane House, Dennis Loftin, Donald Parker, Frank Peel, John & Florence Simmers, Grayson and Matthew, Tere and Alex and Alex Wade, Jr. all present and accounted for.

After the tops down ceremony, a number of members piled into the Cashman's Austin Princess for a tour of Brandon. Chauffered properly by Frank Peel, this rather large and luxurious automobile handled a bus-load of passengers without a hitch. After an exhaustive 10 minute trip, we returned to our base for a check on our Budweiser supplies.

Many thanks to our hosts for a most enjoyable afternoon.

LETTERS



From Colin Thorne:

I have just sold my 1974 MGB-GT to Bobby Brown. I have decided that he should join the club so I am paying his 1st year's dues as a parting gift to him and the MG. I return to England on May 9th. Best wishes for the success of your club and enjoyment of your cars.

Colin Thorne

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Dear Keith:

Nan and I haven't been able to get to Jackson much for club activities but we hope to do better in the future.

We enjoy the newsletter, and enjoy reading about the club activities. Keep up the good work.

Sincerely,

Bob Larson

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Dear Membership Chairman:

Please find attached a membership application and check. I've put this off long enough.

Since one of my cars isn't streetable and the

other isn't remotely driveable, I hope arriving at an event in a Toyota is acceptable.

I look forward to participation in the club!

Jeff Hackman

(Jeff owns a very fast MGB autocross car and is restoring a Bug-eye Sprite - Ed.)

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Please find enclosed payment for $25 - $15 for 1988, plus $10 for your courtesy in sending copies of the newsletter during the many months of non-membership in the 2nd, 3rd & 4th quarters of 1987.

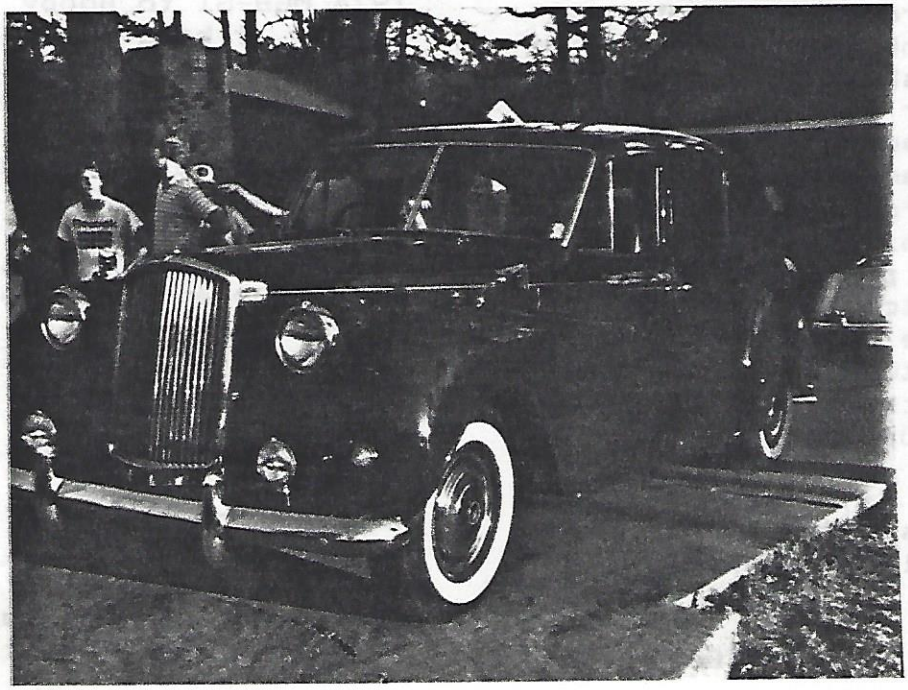
Walter Lydick

(The following article is from The Bluebonnet, a publication of the Texas Triumph Register)

THE LAWS FOR BRITISH SPORTS CARS
by Don Mayward

MANY DISTINGUISHED SCIENTISTS HAVE WORKED THEIR ENTIRE LIVES TO FIGURE OUT WHY BRITISH AUTOS NEVER SEEM TO OBEY ANY SCIENTIFIC LAWS KNOWN TO MAN.

Most of us are familiar with the physical laws thought up by Issac Newton, the guy who invented gravity. He said things like "For every action there is an equal and opposite reaction" and "If you sit under a tree long enough, an apple will eventually fall on your head, provided you are sitting under an apple tree".



Issac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough. He is also the reason why, even today, people who work in orchards often wear large, protective hats.

Newton's Laws made sense for hundreds of years, and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized that a whole new bunch of laws was going to be needed.

Many distinguished scientists have worked their entire lives to figure out why British autos never seem to obey any scientific laws known to man.

These eminent scientists, with names like Morris, Healey, Leyland, Mowog, and Murphy shook the scientific community when they published their new theory of mechanical behavior called "THE LAWS FOR BRITISH SPORTS CARS." Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

1. LAW OF PECULIAR RANDOM NOMENCLATURE

"The name of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning.

This law explains why British cars always have spectacularly bad names

like "XKE" or worse yet, "MGBGT."

2. LAW OF CRYPTIC INSTRUCTIONS

"Any book, manual, pamphlet or text dealing with the maintenance, repair or restoration of a British sports car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect."

Most people are familiar with this law. Here is an excerpt from page 123 of the MGA shop manual: "Before rebushing the lower grunnion banjos, you must remove the bonnet fascia and undo the A-arm nut with a '3 spanner." All attempts to publish an English language version of this manual have failed.

3. LOVE OF HARDSHIP LAW

"The more a British Sports Car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner."

You buy a British Sports Car. You have had it for a year and a half and you have replaced every item on the car at least twice. When the engine is started it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because "it is like part of the family" and besides, "it is fun to drive." British Sports Car owners often stare into space and smile a lot. This is referred to as the "Foolish Person Syndrome."

4. LAW OF NON-FUNCTIONAL ATTRIBUTES

All British Sports Cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis."

The famous Lucas Electrics Law.

5. RECENTLY DISCOVERED COMPONENT FAILURE LAW.

"Any component of a British Sports Car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of the component's existence, when it shall instantly fail."

Case in point: I have owned a rather natty MG for six years. I never knew there was such a thing as a "Gulp Valve" until I saw new ones offered for sale by Moss Motors. The next day while driving my MGB to work, the Gulp Valve fell off the engine and was run over by a truck.

I do not know what a Gulp Valve gulps, nor do I particularly care to know, since it sounds messy and dangerous. But I figured I would buy a new Gulp Valve and install it myself. One look at the shop manual and I decided to have somebody else install it (see LAW OF CRYPTIC INSTRUCTIONS, above).

While I'm driving the car over to the local repair establishment, I notice that the MGB is performing just as well as it ever did, and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. I figure this is due to the NON-FUNCTIONAL ATTRIBUTE LAW, which means that the Gulp Valve probably wasn't gulping anything anyway, so I decide not to replace it after all.

Three days later the engine had no more oil in it and promptly siezed into a solid mass of metal. The tow truck operator, being ignorant of the LOVE OF HARDSHIP LAW, offered to take the car off my hands for $100. I just smiled.

FOR SALE: Restored Austin Healey 100M, $15K. Contact Jack Pool at (601) 442-0734.

WANTED: Used MG-TC parts: wiper motor (broken OK), spare tire rack, speedo, good radiator shell, 8" tripods. Contact Alex at (601) 825-9611.

FOR SALE: AH 100/4, disassembled, many new parts. Chuck Clark (205) 767-7839.

FOR SALE: TR-3A, disassembled, few new parts. Some floor board and trunk rust. Asking $900. Also TR-3 and TR-3A parts cars, good mechanicals, shot bodies $300 for the pair. 1973 Spitfire MkIII, good runner, needs some transmission work, red, asking $1100. Bob Brooks (205) 766-9889.

ON BLOWER BOOST & PULLEY RATIOS
If MY logic and formulas are correct
by Mike Lewis

1. Arnot model 1600 puts out 800 Liters per 1,000 RPM.
2. The engine consumes 1/2 it's total displacement each RPM, or 500 times it's displacement per 1,000 RPM.

Examples

1250 cc. engine consumes 625 cc. per RPM or 625 L. per 1,000 RPM
1466 cc. engine consumes 733 cc. per RPM or 633 L. per 1,000 RPM

3. Excess volume = pressure increase or BOOST (in % of atmospheric pressure)
4. Atmospheric pressure = 14.7 #/sq. in.
5. Pulley ratio determines blower RPM relative to engine RPM. and therefore available blower volume per ENGINE RPM.
6. example: If pulley ration 1 to 1 (1:1) then blower volume = 800 L. per 1,000 RPM, xpag engine of 1250 cc. consumes 625 L. per 1,000 RPM

800/625 = 1.28, This = % increase in pressure relative to atmospheric pressure. Then a 28 % increase multiplied by atmospheric pressure (in pounds gives us "pounds of boost" or 28 % (.28) X 14.7 # (I am at sea level) equals pounds of boost or 4.12 pounds of boost.

NOTE - NOTE -NOTE

IF the Arnott is putting out the correct volume, best assume it is not as good as it was new, and If you use YOUR enginge displacement (depending on overbore,see attached sheet), YOU can determine the BOOST in pounds you want, and then determine the correct pulley ratio

MORE EXAMPLES

If YOU want 6 pounds of boost, and your engine a has stock displacement of 1250 cc. THEN 6/14.7 = .408 (40.8%) This means you need 40.8 % more volume from the blower than the engine consumes per 1,000 RPM.

(eng. vol. in L.) X 500 X (1 + %increase) divided by 800 = needed pully ratio

(1.25 X 500 X 1.408) divided by 800 = 1.1 to 1 pully ratio

YOU want 8# boost (recommended for model 1600), Then 8/14.7 = .544 or 54.4% increase in required volume.

(1.25 X 500 X 1.544) / 800 = 1.206 to 1 pully ratio

YOU want 10# boost, then 10/14.7 = .68 or 68 % increase in required volume

(1.25 X 500 X 1.68) / 800 = 1.31 to 1 pully ratio

PULLEY RATIO and PULLEY DIAMETERS
Pulley ratio means circumferance of one pulley to another.
Pulley circumferance is equal to pulley diameter X 3.1416
I measure the pully diameter on the outside of the "installed" belt.
The BLOWER PULLEY MEASURES 3.58 INCH with the belts supplied.
BLOWER PULLEY circumferance = 3.58 X 3.1416 = 11.25 inch.
REQUIRED DRIVE PULLY CIRCUMFERANCE is equal to the pulley ratio (for the desired boost)
REQUIRED DRIVE PULLEY DIAMETER is equal to drive pulley circumferance divided by 3.1416

MORE EXAMPLES
6 # boost needs pulley ratio of 1.1:1, then (1.1 X 11.25 in.) / 3.1416 = 3.94 in.
drive pulley diameter = 3.94 inch
8# boost needs pulley ratio of 1.206:1 then (1.206 X 11.25)/3.1416 =4.32 in.
drive pulley diameter = 4.32 inch
10 # boost needs pulley ratio of 1.31:1, then (1.31 X 11.25)/3.1416 =4.69 in.
drive pulley diameter = 4.69 in.

YOUR DRIVE PULLEY
I measured at 4.82 inch DIAMETER, (INCLUDING THE BELT)
WORKING BACKWORDS
(4.69 X 3.1416) /11.25 = 1.309 : 1 pulley ratio

then (1.309 X 800) / (1.25 X 500) =1.676 or 67.8 % increase boost
.676 X 14.7 = 9.94 pounds of boost
PROBLEMS -- PROBLEMS-- PROBLEMS
MY MATHMATICS says 9.94 pounds of boost BUT, MY PRESSURE GUAGE SAID OVER 14 POUNDS OF BOOST AT 6,000 RPM !!!!!!!!!!!
ALSO AT 6,000 RPM ENGINE SPEED THE BLOWER SPEED IS
6,000 X 1.309 = 7,864 RPM !!!!!!!!!

Good thing I don't have it on my 1955 MGTF -1500, I shift at 7,500 RPM when I race in vintage races!!

EVENT SCHEDULE
1988

5/27-29	SVRA Vintage Races - Memphis
6/22-26	AH Conclave '88 Shangri-La Resort Afton, OK
7/1-5	GOF Mk XLVI (NEMGTR) Andover, MA
8/11-14	VTR National Convention Dallas
9/17	British Car Day (EMC) Jackson
10/8	British Car Fest (BSCC) Memphis
10/8?	British Car Day New Orleans
10/22	Fall Picnic (EMC) Tour to Rocky Springs, MS
12/?	Christmas Party