

Off-Side Undo



A Publication of

THE ENGLISH MOTORING CLUB

P. O. Box 5263
Jackson, Mississippi 39216

AUGUST 1986

BRITISH CAR DAY
JACKSON ZOO
10 am to 4 pm

Registrations for Jackson's Fourth Annual British Car Day continue to arrive at the club's post office box at a steady rate. Joining us again this year will be many of our friends from Memphis and New Orleans, so we can all look forward to a good showing and a chance to meet new enthusiasts.

Although you are welcome to register when you arrive at the Zoo, we encourage you to register by mail early to help us smooth out the registration process. Also, Frank Peel, our event chairman, would like to solicit additional help during the event and would appreciate your call to him at 366-3999 in Jackson.

As always, this is more of a get-together for British Car enthusiasts rather than a concours meet, so any British automobile which can be driven, towed, pushed or shipped UPS will be heartily welcomed. There will, however, be trophies for the first three places in each marque based upon participant vote.

Any profit realized



from the event will be turned over to the Jackson Zoo to help with their expansion program.

See you on the sixth!

SHORT CIRCUITS

. . . Frank Peel recently received a call from The Roadster Factory to let our club know that they had purchased one of the extremely rare (and only?) TR-S's (the LeMans dohc TR-4 prototype). It is reported that the TRF staff is taking turns sleeping in it and that it's not all that uncomfortable! . . . the House's and Wade's recently spent a weekend in Natchez

as guests of the Pool's. Their British irons enjoyed side trips to historic homes in the area and also an excursion into Louisiana without mishap . . . Keith Anderson is working up our planned Natchez Trace Picnic for Saturday, October 4. More information will be released by flyer for this informal get-together . . . British Leyland has changed its name to the Rover Group to promote sales and to give it a more solid identity. Its US exports will be marketed under the name "Sterling" as Rover has never sold well on this side of the Atlantic . . . the Pentecost TR-3A has now been repainted and

is resplendent in its new wire wheels - look for it at the British Car Day . . . if you've had any thoughts about building a Saxon (a replica of an Austin Healey 100-6) be sure and read the latest issue of Healey Highlights, a publication of the Pacific Center Austin Healey car club. It will certainly erase any desire to own one . . . the August issue of Classic and Sportscar (an English magazine) has an excellent spread and cover photo on the TR-2/3/3A series . . .

ing noises when changing one's oil.

STROMBERCRUD - the coating of gunk surrounding an English carburetor.

Southern Britlets

TAWT - to torque down. As in "Be shore and git them head bolts tawt."

SHORT DRAFT - a short screwdriver or small beer, either of which will be satisfactory to the mechanic.

FOR SALE: 1963 MGB with '64 parts car - new paint, top, many new parts. \$2500. Call Mike Cartwright at 982-5467.

FREE - rear MGA body half. Contact David Crawford at 981-5500.

FOR SALE - 1970 Rover 3500S. Contact David Peabody in Natchez at 442-6451.

FREE - this space for your advertisement! Call Alex at 825-9611 with your wants and gots.

CALENDAR

- 9-6 BRITISH CAR DAY
Jackson Zoo
10 am - 4 pm
- 9-25/28 SE Reg. VTR Meet
Sebring, FL
Info: (305) 351-1183
or 321-8058
- 10-4 Natchez Trace
Picnic
Info: 825-9497
- 10-17/18 British Car Fest
Memphis, TN
- 12-? Christmas Party
Open

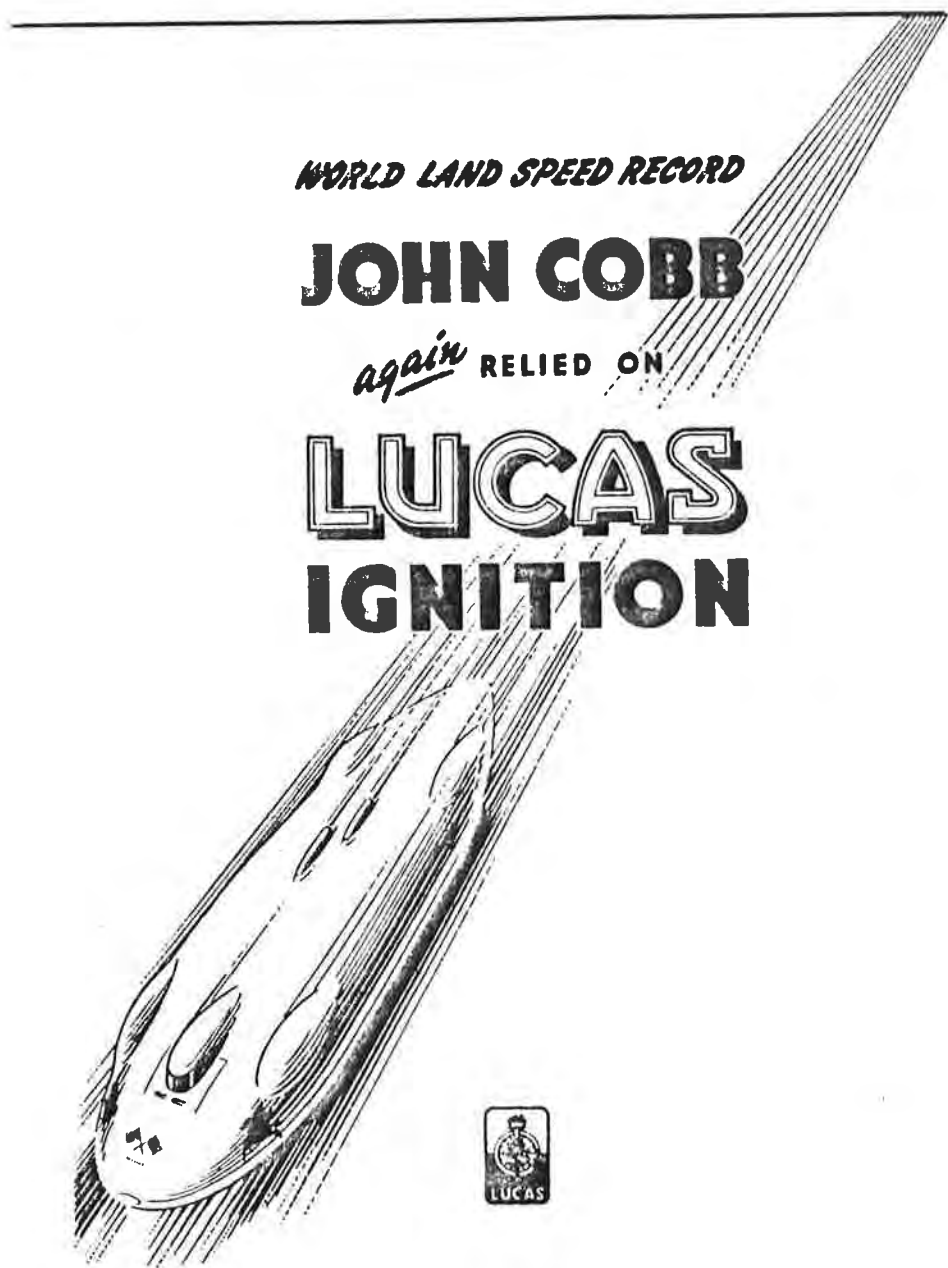
WELCOME NEW MEMBER

David Crawford
P. O. Box 55907
Jackson, MS 39216
981-5500
1957 MGA

MORE BRITLETS!

ESSUPHONICS - noises emanating from a back-firing carburetor.

CASTROLPHOBIA - that disconcerting fear that one will hear load clunk-



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The Laws For British Sports Cars

By Don Hayward

Many distinguished scientists have worked their entire lives to try and 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 Isaac 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 apple 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 try and 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 132 of the MGA shop manual: 'Before rebushing the lower grunion 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 a year and a half and 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 so much 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 MGB 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 the 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).

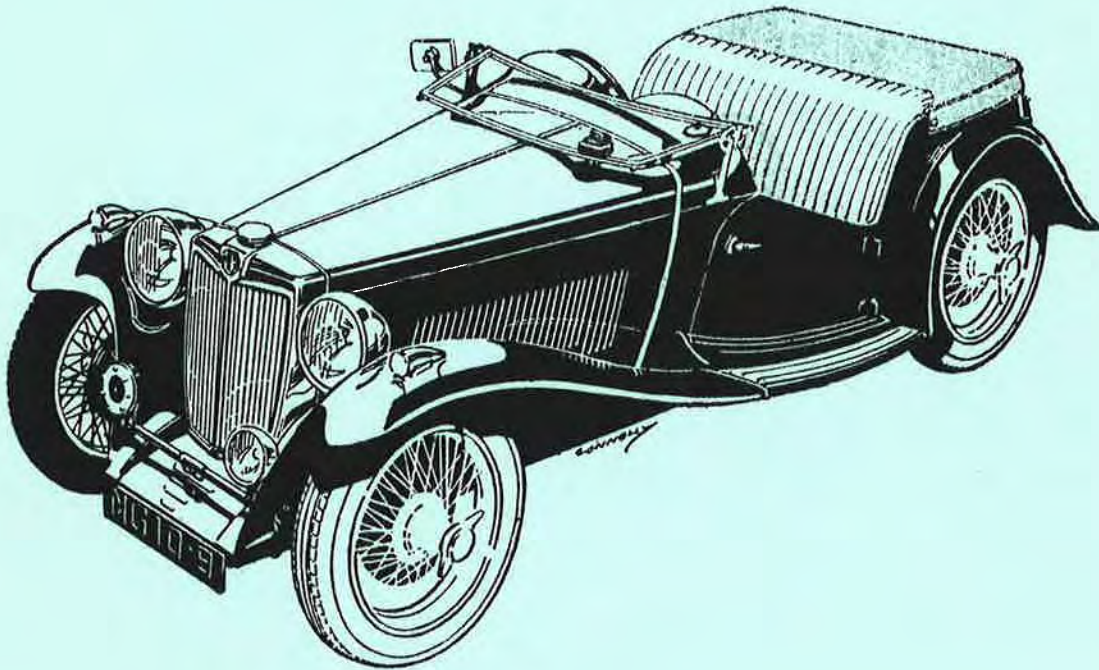
While I'm driving the car over to the local repair establishment, I notice that the MGB is performing just as well as it ever did, and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. I figure this is due to the NON-FUNCTIONAL ATTRIBUTE LAW, which means that the Gulp 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 seized 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 \$100.00. I just smiled.

BRITISH CAR DAY

JACKSON, MISSISSIPPI

JACKSON ZOO



SATURDAY, SEPTEMBER 6

10 am to 4 pm

- * Classes for Austin Healey, Jaguar, MG, Triumph and "Empire"
- * First, Second and Third Place trophies for each class awarded by popular vote
- * People's Choice Award
- * Other games and prizes
- * The Zoo!

SPONSORED BY

THE ENGLISH MOTORING CLUB
P. O. BOX 5263
JACKSON, MS 39216

INFORMATION: 366-3999

REGISTRATION FORM