

THE LAWS OF BRITISH SPORTS CARS ***(From Neal Weinmann)***

1. Law of Peculiar Random Nomenclature The name and chassis numbers of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in a completely random fashion so that the resultant vehicle name and identification is wholly devoid of meaning. This law explains why British cars always have spectacularly bad names like 'XKE', 4/4, +4, +8, NAS, MGB/MG/GT or worse yet, NAS +8 GT.

2. Law of Cryptic Instruction 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 a typical British Sports Car shop manual: "Before re-bushing the lower trunnion banjos, you must remove the bonnet facia and undo the A-arm nut with a #3 spanner." All attempts to publish an English language version of a manual have failed. The more traditional British companies not only do not provide shop manuals for their vehicles but have been known to pay to suppress third party publications.

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's like part of the family, and besides, it's 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. This is also known as the famous Lucas Electrics Law.

5. 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.

Visit to Roy Crowninshield's Home on 11th July.

(from Jim Moon, Madeleine Pennoyer & Tom Boscarino)



Saturday 7-11-09 started out a little cool and with a slight fog. Perfect weather for British cars to make their way up a mountain to Roy Crowninshield's home and garage(s). So, after fortifying ourselves with coffee and car people "tall tales", 13 cars and 16 members (Jim Moon, John Rachow, Toni Tocco, Madeleine Pennoyer, Denny Taylor, Holly Boros, Tom Boscarino, Steve Miller, Jill Meyer, George deWaldner, Lee Lane, David & Joyce Adams, Tom Hackney and Jay Tucker) followed Roy's Hertz Shelby Mustang to car heaven

You could rent the special Shelby Mustang from Hertz for \$17.00 a day and 17 cents a mile in the '60s!



After photo taking the group made its way down to the first of two lower level 4 car and 3 car garage/work shops. Roy first showed us "the start of it all", a 1936 J-2 MG sports car, a tiny little sports car that evolved into the J-3, the J-4 race cars (very successful) and eventually the TC. The TC was the car our flyers in England brought home after

the war and started the sports car craze in the US. Then Roy showed us his old MGA race car that he has resurrected,



modified (neat engineering) to carry a Rover aluminum V8, with a T-5 gearbox and an S-10 rear end shortened 6 inches. It also has an MGB front end and disc brakes. If this were not enough, it's drop dead gorgeous in a very dark blue with a custom louvered hood and minilight style wheels. Then we saw how the genius of Carroll Shelby changed the A.C.Bristol into the Shelby Cobra, because there, sitting next to each other, was one of 400 A.C.Bristols and #61 early Shelby Cobra, both beautifully restored by our host. Roy patiently answered many questions while the cameras were flashing, then showed us his lower garage and paint shop and lastly a tour of his home and the view from the deck. Wow! About 11:00 AM we thanked Roy and toured back down the mountain to reality. It will be a morning to remember for us.



**Big Brothers and Big Sisters Drive Event on Saturday 8th July.
(by Jim & Charline Moon)**



It was a perfect morning to meet at Jackson Park with the "Littles" and the "Bigs" of the Big Brothers and Big Sisters Program.

This annual event is to take the kids for a ride in one of the British Car Club's members sports cars. This year there were MG's, Triumphs, a Jaguar, A TVR, a Bentley, a DeLorean, a Sunbeam

Tiger, a Lotus ... and a Porsche Cabriolet driven by Kate Allen, the BB & BS coordinator for the event. The tour took us east of Hendersonville through the hills and dales of the apple country. Our destination was Mr. Hyder's "Puncheon Creek Camp" ghost town. It was a surprise for the kids and the adults, and enjoyed by all. After exploring the town, and photo taking, we toured back to the Park for a picnic. One car club member said "It was a rewarding experience to participate and see life from a different perspective". Before we left on the tour I noticed his "Little" just sitting in the car feeling the leather on the window sill over and over again. I'm sure he would have said the same thing. Isn't that what it was all about?



Our huge thanks to Joey Summer and Kate Allen for bringing this event together and to all those who supported the event to make it such a success.



Jim
Moon

Classified Ad, from Denny Taylor, on behalf of his friend Mark Allbough

“Denny - good speaking with you today. Enclosed are some pictures of my 57' TR3 that I'm selling. Gary knows the car well. It's a beautiful, older frame-off restoration that has been constantly upgraded & maintained (elect. ignition, new radiator, front suspension etc, etc.) A very nice, fully sorted TR3. If it doesn't sell locally, I will advertise it in Hemmings for \$19,500 firm. Feel free to contact me at 862-3842 for details.
Mark Allbough.”

