



NEWS

Newsletter of Bay British Cars

President's Message:

I hope everyone had a Great Christmas and a Happy New Year.

Our first meeting of the year got off to a great start and I am looking forward to another year full of BBC events.

For those of you haven't heard we will be getting together Saturday 22 January for a drive to the Cracker Barrel in Destin and drive along 30A on the way home. I look forward to seeing you all there and sharing in some good food and great fellowship.

Greg

Bay British Cars Meeting Minutes of December 5th

The January 4, 2011, meeting was called to order at 6:40 PM by Bay British Cars (BBC) President, Greg Lyon. The meeting was held at Montego Bay, Edgewater with the following members present: Greg & Maria Lyon, Bob Lowy, Terry & Sandy Kent, Charlie & Jan Schott, Bob & Lynn Moore, Jeff Masso, Bruce & Sarah Allen, Britt Drake, Kent Forster, Rob Lienhop, Joe & Christy Morcate, Jerry & Lynne Posie, Stan & Ann Rising/Long, and Karen Sigman. Introductions were made of all new and current members.

Terry Kent, past BBC Treasurer stated the club's checking account balance is \$411.25.

Old Business:

- Reminder - Ken Waringa would like to get pictures of our member's cars on our Club Website. Please email pictures to kcwaringa@yahoo.com.
- Greg Lyon thanked Laurie & Bob Lowy along with Sandy & Terry Kent for the successful December holiday party. A letter of thank you was sent to Cody & Karen (owners of Zachary's restaurant) who catered the superb meal that we all enjoyed.
- Sandy Kent gave a report on the Christmas baskets that we provided to the Lisenby Nursing Home. The staff was overwhelmed by our generosity and explained if it hadn't been for our contribution they would not have been able to provide a Christmas package for each and every patient. We provided over 35 baskets.
- Other generous holiday contributions that BBC club members provided was a magazine subscription to Old Car Week presented to the Clifford Chester Sims Veterans Nursing Home. A monetary donation was given to the organization that sponsors care and adoption of greyhounds.

New Business:

- The incoming BBC Board of Directors was introduced: Greg Lyon- President, Bruce Allen-Vice President, Jan Schott- Secretary and Charlie Schott-Treasurer.
- Monthly Car Runs - These will be held on the 3rd Saturday of each Month beginning in January 2011. We will meet in the Sears Parking Lot by the Auto Center at 8:30 AM or as predetermined.

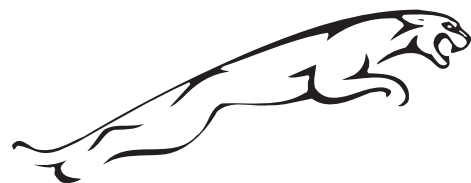
- JANUARY RUN: Scheduled for January 22, 2011. The run will be to Cracker Barrel in Destin with the return drive along 30-A. Please meet at the Sear's parking lot at 8:30; meeting up with beach members at the Waffle House (98 & 79) at 9:00.
- Tech Session - Members who have requested a tech session will be contacted so that schedules can be coordinated.
- Time to pay dues for 2011. \$10.00 to be paid to the BBC and sent to Charlie Schott, 117 Grand Heron Drive, PCB 32407
- There will be a car show at Pier Park on Saturday, March 5, 2011. BBC participated last year. Please contact Rob Lienhop 850-233-6590 rlienhop@aol.com
- Christy Morcate discussed BBC Club assisting in the Gulf Coast Triathlon. She will be providing more information in the future.
- Karen Sigmon shared with the club some information on Roebing Road which is an open track event. For those interested in driving their cars on a track the link to the website will provide more information. <http://www.roebingroad.com/schedule.html>
- Shrimp Boil will be March 11th at the Moore's museum in Panama City. Please mark your calendar.
- Scottish Festival is scheduled for March 12th .
- British Motoring Club of New Orleans will have their annual show March 19th. Greg is planning on attending and if anyone else is interested. A link has been provided for more information. <http://www.bmcno.org/Show11/Carshow11.htm>
- February meeting will be at Montego Bay. March - May be at Zachary's in Panama City.

Other Non- BBC Upcoming Events:

- 2011 Key West Gathering, Key West, FL - April 25-29, 2011, at Blue Marlin Hotel; Info: Rob Camblin vice@kkbcc.com
- Car Show in New Orleans, LA on March 19, 2011. Terry Kent will provide additional information.

The February Bay British Car meeting will be held on February 1, 2011, at 6:30 PM, at Montego Bay, Panama City Beach, FL. The meeting was adjourned at 7:40 PM.

Minutes submitted by Jan Schott.



New Carpet for my MGA

(plus multifarious and related concerns) Part 2

by Tom Phares

Anyone who read part 1 of this article understood right away that I am not a professional restorer. However, pride in my car and a desire to be a worthy steward of it was sufficient encouragement to aim high and do as good and thoughtful a job as I could. That said, it also had to be fun. There just might be a few beers and a cat involved and surely several mistakes to be made. I'm convinced it ended up being something we all can do. I'm just extremely aware that having plenty of time and not being rushed was very important to me.

Before installing any carpeting, I had to make some important decisions regarding cockpit heat reduction. If I was going to be able to improve that problem, the time was now while I had access. Heat from the engine and transmission tunnel was definitely an issue. After the last drive, I made careful notes on just where the hottest surfaces were inside the car. With a bright light source, alternating from inside the engine compartment and the footwell area, I identified and sealed holes, cracks, and crevices where hot engine air could enter the car. I had done this before, but suspected there were still improvements to be made. My wife emphatically assured me that was the case!

I had previously purchased some fairly expensive aluminum skinned products designed for heat attenuation. My original expectation was to use a series of layers of heat resistant material under the hottest areas. I would keep everything thin so as not to build up too much bulk under the carpeting. But judging from information gathered along the way, I began to understand that simply layering was probably not going to be the total answer. I decided to table the firewall and tunnel part of the project since I was still searching for more information on it. So saving the firewall and tunnel for later, I began to apply insulation under the upper portion of the dash area. To reach where I was working, I had to get upside down and in other equally awkward positions. Scanning the garage, I found no go-to robot programmed to accomplish these feats of dexterity. Yet with persistence, I could still actually get into most of these uncomfortable positions. It was the getting back out that was problematic! I became especially fond of working upside down on the driver's side



Ashby was there helping Tom all the way through this long process!

under the steering wheel. Once getting under there, you needed to plan to stay for awhile. You certainly want to take care of anything that needs to be done while reducing the number of trips in and out. But, several obstacles became apparent. One was, heaven help you if you needed any tools or had to reach for anything while under the dash. You'd find yourself with limited motion with one wrist at best, but that's about it. You'd use that hand to grope around for the unseen but absolutely necessary item or tool. You hoped you could see through fogged up glasses to use it. Then it came time to get out. Funny thing, you hadn't noticed until this point that certain parts of your body were now numb and didn't respond at all or if they did, boy did they hurt! However, we somehow press on regardless, I think, because the memory of that cool drive with the breeze flowing through our hair is very powerful.

Getting serious again on the subject and application of thermal dynamics, I discovered an article by Fletcher Millmore on insulation at the mgaguru.com website. That website, by the way, has very good information on carpet installation. Here are some examples of things I learned. Via conduction, there is considerable heat flow within and between materials in contact with each other. Anything that causes a heat barrier to no longer be the top surface will reduce its efficiency. So anything touching one surface effectively becomes the new surface. Also air gaps have been recognized

as highly efficient thermal barriers. "The rule with insulation, both thermal and acoustic, is that the first bit is always more effective than similar additional material. Each layer takes out some percentage of what it receives, so if it is too difficult to have multiple layers..." (Millmore) Attempting to digest all this and translate it into a workable plan was a bit bewildering. It seemed to me that whatever insulation I used on the inside of the car would always be covered by another surface ending up with the carpet itself.

I decided to commandeer Wanda's hairdryer as a heat source to see if I could test the "multifarious" materials I had accumulated for their potential as heat barriers. Actually feeling heat transfer from one side to the other, I was immediately shocked at how quickly heat went through both carpet padding and even the space age, expensive materials with aluminized skins. That is until I tried several "walk on" ideas. I got an encouraging response from the Tyvek paper like material. Tyvek is actually a spunbonded olefin sheet that is used, among many other ways, in construction to decrease moisture and air intrusion on homes. It seemed to resist the hot air from a hairdryer pretty well too. Its thinness and heat deflection qualities seemed well suited to layering. Cork also did a good job resisting heat flow and I expected it to be a good acoustic insulation as well. And then I was amazed at the efficiency of a form of bubble wrap I had on hand. It was

Continues next page

Does Your Car Have Character?

by Craig Fitzgerald of Hemmings Motor News

“When I was a kid, you were either a Bill Cosby man or a Richard Pryor man. I appreciate what Richard Pryor represented to comedy, but I was a Bill Cosby man. Nobody made me laugh harder or longer.

Similarly, I’m a Peter Egan man. Other automotive writers have come along (hello!), and many have caused me to chuckle or think, but nobody shows up, month after month, in sickness and in health, with his A-game like he does.

About 15 years ago, he wrote a column in Road & Track called “Does Your Car Have Character.” It was like the moon landing of automotive columns: I still remember exactly where I was when I read it, and it went a long way toward encouraging me to do what I do right now.

The premise was a quiz, one that a decade and a half later is still valid, but could use some updating. And, with apologies to Peter Egan, I’m just the man to do it. Got your pencil? Great!

Let’s have at it: 100 points if your car was built by a company that no longer exists. 200 points if your car was built in a country that no longer exists. 50 points if your car starts by means of a metal, toothed key inserted into a switch with tumblers.

Add 500 points if your government ever issued a fatwa against your car.

30 points if your car has a carburetor.

Subtract 100 points if any consumer advocacy publication ever considered your car a wise choice.

200 points if your car was ever featured in an expose on 60 Minutes.

30 points if the heat in your car is activated by means of knobs, levers, some type of fulcrum or pulley.

100 points if your car has no heat.

If your car has an interior color other than Silly Putty Beige or Infirmary Gray, give yourself 25 points. A 25 point bonus if it matches your avacado refrigerator.

50 points if you own a car whose most sophisticated piece of electronic gear is the AM radio. 20 bonus points if the radio has tubes.

Another 100 if the car’s most sophisticated piece of safety gear is the driver.

If you drive a car that requires more than two phone calls to locate the right size tire, give yourself 20 points.

Metric wheels as standard equipment? 50 points. Another 50 if you’ve actually gone through the trouble of fitting a tire to them.

Award yourself 20 points for every time your friends and family have refused to allow their children to ride in your car.

If your car’s parent company is now headquartered in a different country, award yourself points according to the following table: Japan (5), Germany (10), France (20), Italy (30), India (50), Kazakhstan (342).

100 points if you’ve ever avoided a speeding ticket based solely upon the police officer’s interest in your car.

If your cupholder is your crotch, 50 points. 100 bonus points if you can hold a scalding Cafe Americano down there, yet still negotiate Memorial Drive in Cambridge.

Ten points for every French word in the name of your car. A bonus 10 if the word is “d’Elegance.”

Subtract 10 points if your car’s name is just a random series of letters.

Subtract another 50 if the letters are accompanied by a number, and another 20 if the number has a decimal.

60 points if you live in Arizona, yet still worry about rust.

100 points if Paul Newman or Steve McQueen ever drove your model of car.

Minus 100 points if Tiger Woods or Kim Kardashian ever drove your model of car.”

Reprint from Central Virginia British Car Club Newsletter

CARPET continued last page

originally used as a protection material on a recent sofa purchase. As a 1/8 inch thick sheet of flattened air cells, it was by far the most effective material I tested for combatting heat transfer. Referring back to the thermal discussion on air gaps and how efficient they were, I became determined to figure out how I could incorporate this into my insulation. How that might hold up, I didn’t know. As I was reading a recent issue of MGA! magazine I noticed a reference to a product called Koolmat in a Tech Session article by Mike Ash. Mike said he used it in several of his cars and was extremely pleased with the heat reduction results. Mike referenced Mike Hickman, owner of Southgate British, as a supplier of Koolmat insulation kits for many models of cars. Mike Hickman turned out to be just the person I needed to talk with. He freely shared his insight from his own investigation

of heat deflection materials that lead him to Koolmat. It is a composite material of silicone cured to the surface and weave of a fiberglass substrate. Its thickness is about 3/32 of an inch and is reasonably flexible. Specifications say it is able to withstand 500 degrees F of radiant heat. It also purports to have excellent sound deadening properties. Even though it was the most expensive material per square foot I had come across, it sounded like a product I just had to try.

I decided to apply the Koolmat on the tunnel because of its single layer effectiveness and because it came so highly recommended. The thought of having to return to the scene of that crime area was not high on my “want” list. I’d try various combinations of the other things I’ve mentioned in the front foot wells and firewall area where the surfaces are flat and no seat removal is required to revisit them.

At this point, installing the pieces of carpeting seemed somewhat anticlimactic. Actually it really didn’t turn out to be all that difficult to figure out where the pieces belonged. And yet, I did spend quite a bit of time and effort getting a tight and flat fit to things.

The car is definitely enhanced with its new carpet. The jury will initially be out on the degree of success I’ve had in the heat reduction department until next summer, but I’m very hopeful. Some of both the predictable and unforeseen procedures were a slight pain in the “A”, but most of it was fun and, above all, very satisfying. In hindsight, I see that just as much time went in to the multifarious and related concerns portion of the job as did the recarpeting itself. I probably should add that the seats came out on September 10th and were put back in, well, let’s just say sometime in November!

Reprint from Big Bend MGs Tally Ho Newsletter



Bay British Cars
133 Coral Dr., Panama City Beach, FL 32413

Bay British Car Club SPONSOR

**PANAMA
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To
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**Bay British Cars Meeting February 1st at Montego Bay, Panama City Beach, Fla. -
6:30pm**

We want your MGA...
to be registered with NAMGARI

Membership is \$37.50 per year. The application form is available on-line at www.namgar.com or from: NAMGAR Registrar, 7522 SE 152nd Ave., Portland, OR 97236-4861.

Members receive MGA Magazine, the bimonthly magazine devoted exclusively to the enjoyment, care, and preservation of the **MGA, Magnette and Variants**; and an annual Get-Together in various locations in the U.S.A. and Canada.

00810-04



Bay British Cars
Panama City, Bay County, Florida
Established April 2001

**President
Greg Lyon**

**Vice President
Bruce Allen**

**Treasurer
Charlie Schott**

**Secretary
Jan Schott**

**Web Master
Ken Waringa**

**Newsletterist's
Pheona & Joe Kaiser**

Life of a Car

by Geoff Wheatley

In the good old days, we usually changed our vehicles after four years because the car was starting to cost a few bucks in repairs and the mileage had hit middle-age, with sixty-thousand or more on the clock. However, things have changed due to various factors, like the economy. In a recent study it was noted that people are keeping their cars and trucks up to six or more years and now consider a hundred-thousand miles' use as normal. Looking through the Guinness Book of Records, there is an owner of a 1966 Volvo P1800 that passed 2.6 million miles of road use. Not quite in the same class but certainly impressive is a 1989 Saab 900 that managed over a million miles before it retired to a car museum with its original engine in place. In case you think that it's only foreign vehicles that can achieve such records, let me mention a 1991 Chevrolet Silverado truck that matched the performance of the Saab with the same engine. However, it did go through four radiators, three fuel tanks and six water pumps. No information on how many sets of tires! It would be easy to associate dependability with durability but

it would seem that these two do not necessarily go together! A recent durability study involving a total of 46,000 responses indicated that the two outstanding vehicles mentioned earlier, Volvo and Saab, rank below the average when it comes to dependability. In other words, they may last a long time but are more likely to let you down during ownership. Obviously, good regular maintenance and the use of correct replacement parts will contribute to the life of your vehicle. These ain't no special cut-price deals when it comes to buying a new radiator or starter. Always get a factory-made unit whenever you can. Some of us are total masochists, of course! I am referring to that gallant band of dedicated idiots who lay on cold concrete floors working on cars that are thirty or even fifty years old. Then there are the truly dedicated brigades who suffer the same punishment maintaining vehicles that my grandfather admired ninety years ago. There is no way of ever knowing with any certainty the mileage of these vehicles even when they have a mile indicator, but it would be fair to say that most will have completed the range

of their speedometer several times over!

This being the case, why did the vast majority of these cars not complete the 100,000 mile record in their day, when that classic you have under a dust sheet in the garage is still here and running? To be honest, I have no idea. I do recall that the family car that my father owned always seemed to be in need of attention before a long journey. I also recall that when the multigrades came along in the early 1950s there were a number of owners who were suspect of the product and continued to use single grade lubricants. Perhaps the antiques we have belonged to owners who were more adventurous and used the new stuff! I am sure that 200,000 miles will be the standard for all private vehicles in the near future, when you consider that manufacturers are now providing 100,000-mile warranty on all new cars and trucks. Will we continue to keep our cars longer? I suspect we will. One of the pleasures of changing your car was to have a new model that people would admire. Today most cars look very much the same in almost every aspect so why bother!

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