

Memphis BSCC Newsletter - July/Aug 2019



A message from the president

The Memphis summer is here and what better time to be driving that British Sports Car to one of our terrific events. It looks like another record year for BSCC events! These past couple of months have kept us engaged and entertained as we visited some very unique venues. In this issue we highlight some of the fun that we have had. We offer plenty of places to drive your cars and opportunities to see special vehicles, so I encourage you go to an event you have never been to before (like cars and coffee) and you may pick up some useful information to help

you with your vehicle or project.

Your Board and Marque leaders have been working hard to organize the events and are now focused on our EuroFest 2019 car show. With great teamwork it looks to be a really fantastic show for us at Youth Villages, so mark your calendars for September 27 and 28.

I look forward to seeing you all soon and sharing good times and conversations with old and new friends.

Steve Wayne

Mission statement

The British Sports Car Club, LTD., was formed in Memphis, Tennessee, in 1982 as an organization devoted to the preservation, restoration and enjoyment of British cars.

2019 Officers...

President: [Steve Wayne](#)

Vice President: [Jeb Blanchard](#)

Communications Secretary: [Jim Duke](#)

Treasurer: [Steve Feltman](#)

2019 Marque Leaders...

Austin Healey: [Jim Hofer](#)

Empire: [Dave White](#) & [Tom Wilson](#)

Jaguar: [Terry Roberts](#)

MG: [Jerry Farrar](#) & [Paul Burdette](#)

Triumph: [Bill Schulzke](#)

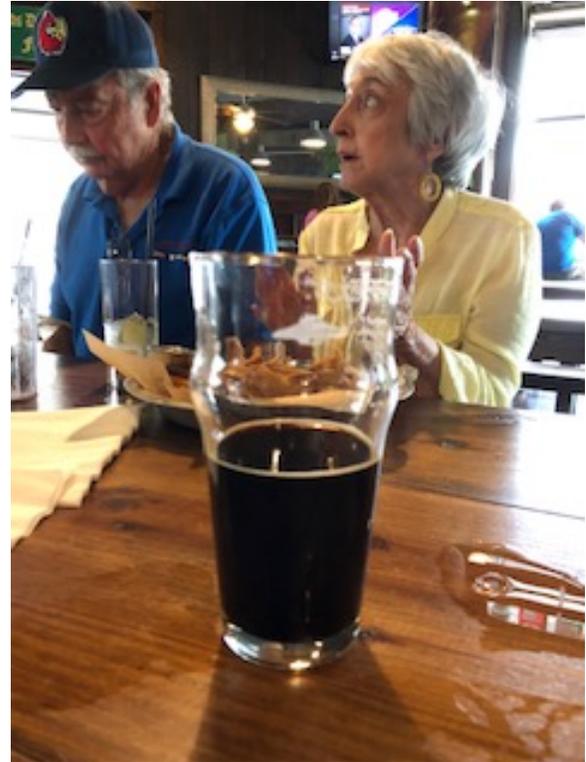
Editors: [Steve Wayne & Carolyn Shepard](#)

Webmaster/Historian: [Joe Reed](#)

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Summer means Redbirds baseball,
C. Shepard

Thanks to Bill Schulzke for another great BSCC event. The Redbirds game was so fun and brought many of us together. We met at the Flying Saucer and paraded past the Peabody before entering AutoZone park.



With our ticket purchase we all sported new powder blue baseball caps and ate hot dogs with all the trimmings. They were a 4-napkin adventure in eating.



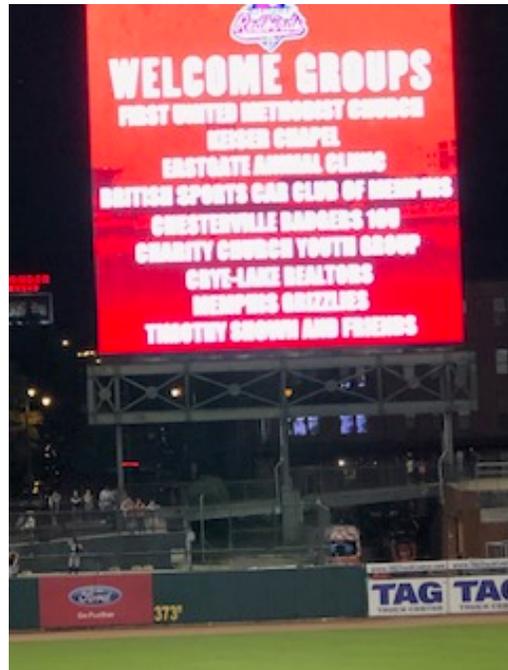
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Though our Redbirds lost the game, we had a blast.



The Trinitron displayed our BSCC name allowing us to cheer loudly, the boisterous fellow behind us kept us entertained as he yelled out distractions to the opposing team (like “get the batter a step stool”) and the score board reminded us of the runs and BSO.



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Most stayed through the majestic fireworks display and what a perfect ending to a warm summer evening.



Bill is wonderful, organized and keeps things moving. He is a keeper! Thanks Bill. Oh, he hopes to make this an annual event.

200th celebration of Memphis (May 22, 1819), excerpts from Coletta's monthly meeting, C. Shepard



At our last meeting, a representative from the history department of the Central Library presented information on Memphis, from its birth through the Civil War. Here is a short synopsis of the businesses that developed in the early 20th century. The BSCC celebrates this monumental year with the city of Memphis.

Business development in 20th century Memphis

Memphis developed as the world's largest spot cotton market and the world's largest hardwood lumber market, both commodity products of the Mississippi Delta. Into the 1950s, it was the world's largest mule market. Attracting workers from rural areas as well as new immigrants, from 1900 to 1950 the city increased nearly fourfold in population, from 102,350 to 396,000 residents.

Memphis developed an extensive network of parks and public works as part of the national City Beautiful Movement.

Cotton merchants on Union Avenue (1937), The Memphis Park and Parkway System (including Overton Park and the later M.L. King Riverside Park) were designed as a comprehensive plan by landscape architect George Kessler at the beginning of the 20th century.

Clarence Saunders, a Memphis inventor and entrepreneur, opened a self-service grocery store in 1916 and founded the first supermarket chain, Piggly Wiggly. Saunders, who became very wealthy from these ventures, lost his fortune on Wall Street and was forced to sell his partly completed Memphis mansion, dubbed the Pink Palace. The Pink Palace was adapted for use as the City's historical and natural history museum. Other parts of the Saunders estate were developed for upscale residences, known as Chickasaw Gardens.

The storied Peabody Hotel opened in 1923 and became a symbol of upper-class Southern elegance. In 1935 Mississippi author David Cohn wrote;

'The Mississippi Delta begins in the lobby of the Peabody and ends on Catfish Row in Vicksburg. The Peabody is the Paris Ritz, the Cairo Sheppard's, the London Savoy of this section. If you stand near its fountain in the middle of the lobby, where ducks waddle and turtles drowse, ultimately you will see everybody who is anybody in the Delta.'

To the east of the city lay a large railroad yard, with tracks of four railroads of that era. While

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the railroads were integral to the city's commerce, by the late 1920s the yard had become a barrier to automobile traffic and, hence, to eastward expansion of the city. In 1927 - 1928 the "Poplar Boulevard Viaduct" was constructed to span the rail yards and allow eastward expansion. The viaduct was a joint effort between the City of Memphis and the railroads.

If you can, take an hour or two and visit the iconic glass Central Library on Poplar, where you will find a dedicated room with interesting displays of the fascinating history of Memphis as we prepare to celebrate our Bicentennial. Enjoy.

Taco Tuesday and the missing Taco Truck

With a twist, the night began with plan A that included a food truck in a garage/ driveway setting.



Hosted by Steve and Ileana Feltman, their well-planned party had to smoothly move to a plan B when the food truck was unable to crank and did not show up to feed a crowd of 65+ hungry BSCC members. What's a host to do?



Iliana and her 3 amigos came graciously and seamlessly through a potential semi-disastrous evening!

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With Jerry Farrar as the margarita bar tender, the garages and driveway filled with chairs and tables with a front yard sporting all the British cars driven by car club members and not so British iron (2 Corvettes), the show went on!



Las Delicias on Quince Ave made a meal for 50 and had the food ready for pick up within an hour. It was delicious and the guests went through all the Margaritas! Ileana made Cuban rice pudding for dessert and frozen treats were

the dessert hits. Yum, Yum, Yum!



Thanks to Steve Feltman and party organizer Ileana, Jerry Farrar and the 3 amigos, for such a fun evening under the stars surrounded by Memphis summer weather and good friends.

Official opening of the Edge Motor Museum



The Edge Motor Museum opened yesterday with a street fest and car show on Marshall Avenue in the newly transforming Edge District between downtown and the medical district. The BSCC was well represented with cars owned by Jim Duke, Steve Wayne, Hiram Shepard, Bill Schulzke, Jim Hofer. Jack Reynolds who is on the museum board and Bill Cravens showed support and enjoyed the fest.

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Hi's MGA won "most likely to get a hot date" award after people's choice voting. His MGTD is on display for 6 months inside the new museum. There is a wonderful history of sports cars that include economic growth and political policies from post WWII to mid 1970's.



Big question: why would a British car be in an American sports car museum? As the GI's returned home from the war, they remembered the sports cars they saw in England and around the world. Our country grew economically allowing for some disposable income. Cars became a way of life when the burbs developed and most moved to a 2-car family. The MGTD sports car became the choice

for some of these now fairly well-established fellows. In fact, Hi's dad bought and raced an MGTD followed by an MGA after he returned home from Germany during WWII and was well established with employment with GE.

The first American sports car, the Corvette, was pricey and not as well received. The Thunderbird that Ford built was the new competitor on the block with more amenities and a much lower price. Chevy then set the bar higher with a faster and smoother designed Corvette. So, what happened to the Thunderbird? You guessed it!!! Dah dah.... the Mustang. And so the sports cars powered for "speed", began a new era.

In the museum is Hi's brother's Dodge Dart which represents the beginning of the Mopar muscle cars. Rob Whitlow, now owner of the car, established a team of family members including Hiram for the restoration of the Dart as a birthday surprise for Dave.

The museum is beautiful inside and out. As you enter the front door your eyes take you to an open area one story below. A newly constructed semicircular freeway ramp circles around the museum that leads right to the MGTD.

Located a few buildings from Sun Studio on the other side of the street, this museum is now one of Memphis' new highlights to see. Continuing down Monroe is High Cotton Brewery. This Edge District is up and coming with multiple apartment buildings planned for the area. Old time Memphians may remember old car repair shops lining the streets of this area. Some still exist.

The famous BSCC Fish Fry and Indy 500



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The heat was almost triple digits but with the AC in the garage no one seemed to mind except Hi and Carolyn's Jaguar XK8 that decided not to crank. After hitch hiking with the Dustons and returning to Hofer's twice they were able to drive it home about 8:30 when the temperatures receded to below 90's.



Once again, the side dishes, appetizers and desserts brought by club members to accompany the catfish and fries was delicious.



Huge thanks to Jim Hofer for his cooking abilities and gracious hospitality. Bill Schulzke is a strong addition to our club and has stepped up on more than one occasion to assist where needed. He looked fabulous in his grilling apron and did a wonderful job assisting Jim with fry duties. Many thanks to Jim and Bill for a job well done!



Just Divine Tea Room



A very pleasant day for another BSCC event. Bill Schulzke put together a wonderful trip to Just Divine Tea Room in Halls, TN. The drive took our small group down Hwy 59 past fields of newly planted crops, many silos and farming

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machines. Much to our surprise we passed the Breyers ice cream and the Charms candy factories. The rest stop brought a big surprise when Kittye and Dennis Norris graced us with their silver MGTD and a short stop at their antebellum home.



As we transferred to Hwy 51, the drive to Halls continued. The tea room is set back in a village-like setting with other white structures with green shutters that are filled with either clothes, antiques or decorating items. The food especially the desserts were divine. Most skipped the Veteran's Museum due to limited open hours.

Having never been to the Norris' home we made a quick stop for a tour of their home after lunch. Their bedroom addition made from cotton sorting building was the most magnificent bedroom, I have ever seen. Thank you, Kittye and Dennis. They suggested a stop at the Covington town square to shop through some of the town's antique shops, which we did.

I would like to thank 100 times over, Bill and his wife for sponsoring such a wonderful event. The weather was perfect and the drive delightful.



Memphis Rock and Soul Museum event



A must visit if you live in Memphis is the Rock and Soul museum, right next to the FedEx Forum. A group of us overlooked stormy weather and thoroughly enjoyed the self-guided tour of Memphis music and history.



There were lots of memorabilia from artists like Elvis and Jerry Lee Lewis on display and the early recording studio set up.

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Racing stripes -- Does your car sport 'racing stripes'? by J. Duke



From where did the application of paint stripes on cars arise, and what do they have to do with racing?

Peter Brock let the cat out of the bag in his column, ***Brock On***, in the latest issue of ***Classic Motor Sports Magazine***.

Stay with me, though, as we wander through a very brief history of national racing colors courtesy principally of Wikipedia. We will steer back on course shortly.

From early days of organised motor sports, in the early 1900s, at least until the late 1960s, vehicles competing in [Formula One](#), and other international [auto racing](#) competitions customarily [painted](#) their cars in standardized **racing colors** that indicated the nation of origin of the **car** or **driver**.

The colors originated with national teams competing in the [Gordon Bennett Cup](#), which was held annually in 1900-1905. Count [Eliot Zborowski](#), suggested that each national entrant be allotted a different colour. The [first competition in 1900](#) assigned: Blue to France, Yellow to Belgium, White to Germany and Red to the USA. (Italy did not adopt its famous '[Racing Red](#)' until a red [Itala](#) won the [Peking to Paris](#) race in 1907).

When Britain first competed in [1902](#), it had to choose a different colour from her [national colors](#) of red, white and blue, as these had already been allocated. [Selwyn Edge](#)'s winning [Napier](#) of 1902 was painted olive green so when Britain hosted the [1903 Gordon Bennett Cup](#) at [Athy](#) in Ireland, the British adopted [Shamrock](#)

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[green](#) which later evolved into various shades of '[British racing green](#)'.

Colours were definitely established in the [Interwar period](#) of [Grand Prix motor racing](#) when the [Bleu de France](#) Bugattis and the [Rosso Corsa](#) Alfa Romeos of Italy won many races, while the [British racing green Bentleys](#) dominated the [Le Mans Grand Prix d'Endurance](#) until 1930.

In the 1930s the Mercedes-Benz and Auto Union teams did not apply the traditional German white paint, and their bare sheets of metal gave rise to the term [Silver Arrows](#). Modern [monocoque](#) aircraft [fuselage](#) construction was already using polished and unpainted aluminium panels at this period, and the wealthy motor-racing fraternity would also have been aware that in [Heraldry](#), White and Silver are the same colour or '[tincture](#)', described as '[Argent](#)'; (similarly Yellow and Gold are both called '[Or](#)').

Post-war colors were defined in terms of body, bonnet, chassis, numbers and their backgrounds. When the chassis was no longer exposed, the chassis colour was shown in various ways, e.g. the parallel blue stripes of the [Cunningham](#) team and other US teams in the 1950s. [Porsche](#) in the 1950s and 1960s also retained the silver colouring, although other German teams in the 1960s (such as BMW) returned to white paint.

During this period, the colour was not determined by the country the car was made in nor by the nationality of the driver(s) but by the [nationality of the team](#) entering the vehicle, e.g. [Stirling Moss](#) drove some races during the [1954 season](#) in a [British racing green Maserati 250F](#) because the Italian-built car was entered by the British [A.E.Moss](#) team. However, this general rule was not strictly kept.

Now, back on the course - By now most of you will have ciphered out from where came the use of painted stripes on cars.

The appearance and identification of early competition cars relied heavily on the exposed chassis. As the chassis disappeared beneath bodywork, the national color moved from the exposed frame/chassis to stripes painted on the bodywork.

Hence painted 'Racing Stripes' mark relics of historic national identities in motor sports.

Unleaded gasoline and classic cars: A mechanic's viewpoint: *Posted by: Bell Performance*

Bell Performance's ASE-certified master mechanic James Dunst was asked about valve seat regression and unleaded fuels in classic cars, as valve wear tends to be a concern among classic car owners who spend a lot of money keeping their prize vehicles in great shape. James gave some insight on the problem below:

I started working as a mechanic in the late 60's. When catalytic converters were introduced in the early 70's (which required unleaded fuels), we heard rumors that valve jobs were going to be needed as often as tune ups. That prediction never came true and, actually, the removal of lead from gasoline had a positive effect by not having to deal with the deposits created by the leaded fuels.

I was also a fleet manager for 10 years with more than 1,000 pieces of equipment. We converted many of our off-road vehicles to LP gas because it could not be stolen (fuel theft in fleets is a bigger problem than you might think). LP gas fuel is as dry as you can get, with no lubricant for valves or upper cylinders. All of the engines in this equipment I managed were standard gasoline engines. I was told then that we would have valve issues with the seats because the valves were not the "super hard" type - harder valves resist wear better. However, this prediction did not come true, either, as we had virtually no valve problems and never had to do a valve job on any of this equipment.

Over the years, I've also worked in six different car dealerships and never saw any of the valve seat recession that was predicted. The valve problems I did see were burned valves which was caused by lean fuel mixtures. Most of the time, the lean fuel mixtures were the result of vacuum leaks from vacuum lines and intake

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manifolds. These problems went away in the 70's when computers and oxygen sensors were phased in. If the fuel mixture went lean (too much air and not enough fuel), the computer would allow additional fuel to be added to the engine. This richened the fuel mixture and cooled down cylinder temperatures (as lean fuel mixtures are hotter than normal mixtures).

Most valve work these days is the result of over heating engines and warping cylinder heads made of aluminum, which is far more susceptible to warping damage from overheating than similar parts in older vehicles.

Speaking of classic cars again, lastly, I was also the media spokesman for the AAA Glidden Tour, as well as managing a classic car restoration shop for several years. This event was started by Charles Glidden in 1905 and put together by AAA. This tour is classic cars all the way back to the teens (pre 1920s). I did not hear one complaint about valve problems related to unleaded fuels, either through the event or my shop. As a matter of fact, most classic car owners I talked to said that plug life was longer because of the lack of deposits. The problems I saw most often were damage caused by ethanol

in gasoline. Ethanol is highly corrosive and damages older fuel system components not made to resist this corrosion. If you have anything to be concerned about with older and classic vehicles, it is this problem. Now, you can help to blunt this concern by treating the fuel. The ethanol fuel treatment you choose should have a corrosion inhibitor to prevent ethanol damage, an upper cylinder lubricant for top cylinder areas and valves, and something to mimic the effect of octane in the engine. Many of the older cars had higher compression engines which require higher octane to prevent engine damaging pre-ignition. Lastly, be sure the fuel treatment suspends the water absorbed by ethanol-blended gasoline but does it without using alcohol.

So the concern for valve seat recession in classic cars is not backed up by the facts of what has actually happened in the real world over the years I've been in the business. If this was a problem, I would have seen it at some time in my 42-year mechanical career covering a full range of cars, trucks and other gasoline equipment.

Have you paid your Membership Dues?

We now have 73 paid members!! Our goal is to reach 100 by years end, so invite a friend to join, British cars are welcomed but not a requirement to join in the fun. Did you know that many of our members do not own a British car?

Annual dues are only \$30.00, so please take a minute and make checks payable to:

British Sports Car Club

Mail to: **BSCC Membership**

P.O. Box 38134 Germantown, TN 38183



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July/August events



July 11, 2019 Main Street Collierville Summer Concert Series presents the Bluff City Bandits for Car Night (7PM - 9PM)

July 23, 2019 Taco Tuesday, 6:30 pm, location TBD, please check our website

July 20th. Have you heard? They completely renovated the Pink Palace museum and we are going to see the new displays in this wonderful venue. I wonder if they still have the shrunken head. (*MG Marque*)

Please remember

Dee Billmeier, a long time BSCC member and devoted wife to Jerry passed away May 20, 2019. Dee always brought a creative spot to every event she attended. She dressed well and accessorized even better. Her closet was filled with clothes, creations and costume jewelry that she loved more than most expensive pieces. Dee developed a love of antique cars and supported Jerry in his car hobby throughout their marriage. Dee and Jerry have opened up their home many times to our club members and she assisted with many well-attended BSCC events. Dee loved birds and animals and was passionate about their well-being. The following is a note from her daughter, Heather.

It is so hard to believe that my mother, Dee, has passed away after such a brave fight with cancer. In the spirit of our love for her, we have set a date to gather friends and family to celebrate and honor her beautiful life. A reception will be held Saturday, Aug. 3rd at 11:00am, at the First Unitarian Church of

Aug. 3, 2019 BSCC Cars & Coffee at the parking lot next to Holiday Ham (Poplar Avenue at Erin Drive) beginning at 8:30 AM.

August, date TBD, Do you like wine? Well, you need to join us as we take a short drive to the DeTerra Winery in Somerville, TN. Don't miss out on this fun day as we mingle and enjoy some nice wine and end the day at the Hut eatery. (*Jaguar Marque*).

September, 27, 28 Eurofest 2019 at Youth Villages. Please plan to join us Friday evening at 6:00 for live music and a free BBQ dinner to kick off our Saturday Car Show. It is really shaping up to be a special day, so please mark your calendars.

Memphis: The Church of the River, immediately following the service. In lieu of flowers, we are grateful for donations to any of the many organizations that reflect her passion, dedication, and service.



All in the BSCC send our sincere condolences to Jerry and the entire family. She is and will be missed.

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Wants and Gots

I have a few Zenith Stromberg Carbs from Rubber bumper MGB's and intake/exhaust manifolds for free if someone needs one.

I also have my strut spring compressor, which I will gladly loan or help folks use.

I have a complete front suspension for a 1975 MGB, make an offer if interested.

I also have dash gauges, speedos, clocks, etc. make offer. Contact: [Steve Feltman](#)

1978 MG Sprite 1500 engine and 4 speed transmission (running when removed) \$350.00 (obo)

1971 Fiat 903 engine with a 4 speed trans-axle (running when I removed them) \$300.00 (obo)

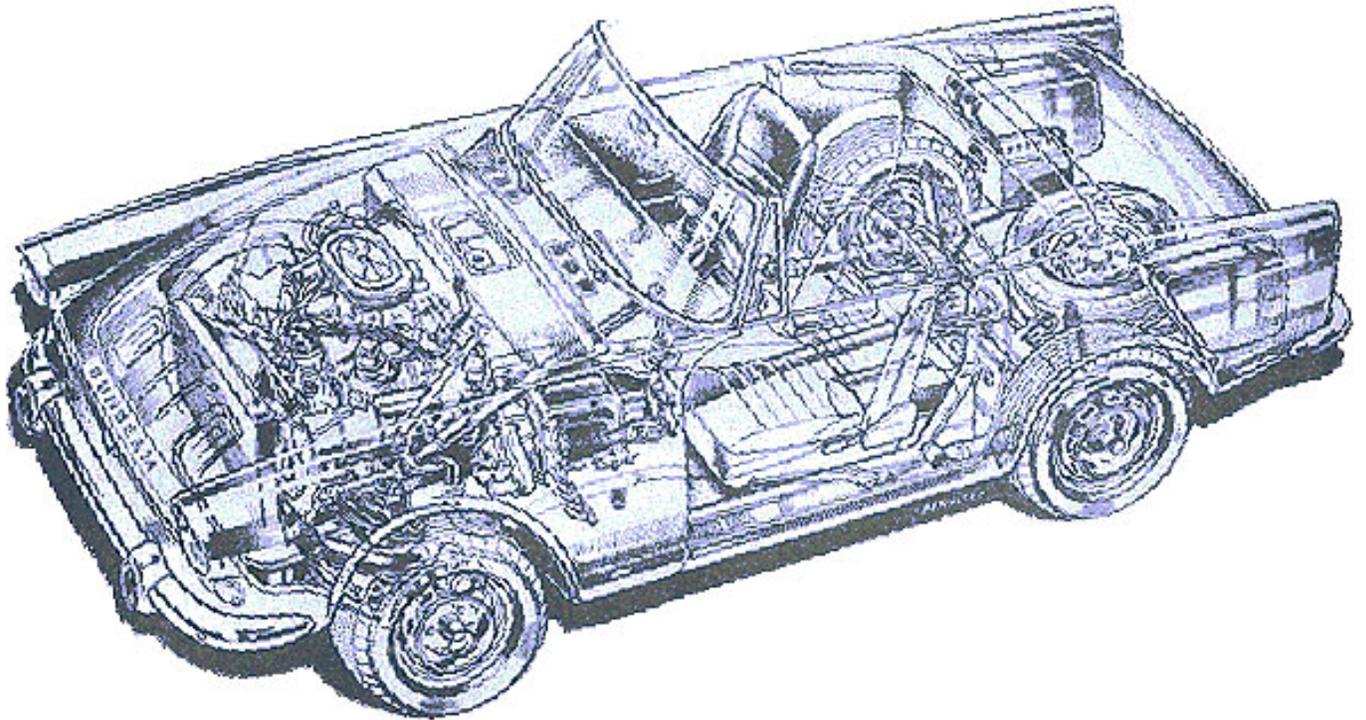
1991 Alfa Spider- Project call for info.

1977 Triumph Spitfire all original, ready to cruise \$6,500.00

Contact: Bill Schulzke at 901-607-7100

Nostalgia

Sunbeam Tiger





“You don’t just start it...you unleash it!”

—says Carroll Shelby

Carroll Shelby describes a run in the new V-8 powered Sunbeam Tiger: “Turning the key is like cracking a whip —she roars into life like her tail’s on fire. The best of both worlds is here—British sports car knack and American engine know-how. It’s one of the hottest, fastest machines I’ve ever driven. Yet for all the power and zip the big V-8 pours on, the Tiger sticks close to the road, low, snug, safe. You get the feeling there’s a lot held in reserve,

too. It’s a great package for the money.”

Want to know what “go” feels like? Test a Tiger. It’s packed to the teeth with a roaring Ford Fairlane V-8. And this 8-fisted powerplant moves! We engineered the chassis, brakes and suspension especially to handle all this action. Beats many cars costing \$1500 more. Grab a Tiger by the wheel for just \$3499* and hold on—*it’s alive!*



V-8 powered **SUNBEAM TIGER** by Rootes of England

*East POE, White walls optional extra. For information write to Rootes Motors, 505 Park Avenue, New York, N.Y., or 9830 West Pico Blvd., Los Angeles, California.