

Wynes & Tyres

August 2022



www.memphisbritishcars.org

British Sports Car Club, LTD Memphis, Tennessee

BSCC Officers 2020-2021

President	Al Ross
V. President (jointly)	Chris Irving / Paul Burdette
Treasurer	Jerry Farrar
Austin Healey Marque Leader	Jim Hofer
Empire Marque Leader	Tom Wilson
Jaguar Marque Leader	Dave White
MG Marque Leader	Paul Burdette
Triumph Marque Leader	Jon Brody
Lotus Marque Leader	Chris Irving
Secretary	Jim Duke

Membership Meetings

Coletta's Italian Restaurant
2850 Appling Rd.

Mark your calendar - **Monday**, August 23rd; 6:00 p.m. for dinner, 7:00 p.m. for our program

Taco Tuesday - August 23rd, 6 p.m.
Location To Be Announced



North American MGB Register



July was a quiet month here in Lake Bluff City. Scorching temperatures made driving British classics an unpleasant task, so most BSCC members opted to the air-conditioned luxury of American iron, or similarly equipped recent vehicles from "This royal throne of kings, this sceptred isle", (thanks to W. Shakespeare).

Still, undeterred, we ventured out locally, albeit not in the mid-day sun. A goodly crowd attended to Membership Meeting in the evening of the 18th. Those intrepid souls were delighted by the surprise presentation of large coffee mugs adorned with the BSCC logo. WOO HOO free gear! And members can grab up companion mugs (think they are called 'beakers' across the pond) for a measly \$5, only 4.11 Pounds sterling from Pres. Al Ross.



Members were then treated to a program from Tom Vanduyn of Mid-South Dent Pros. That company offers a range of paint-less dent repair, window tinting, vinyl wraps, paint protection,



scratch repair, and headlight restoration. They have locations in both Memphis and over in Collierville, and their web site is <https://midsouthdentpro.com/>.



Our next organized excursion was to Taco



Tuesday at Portales Mexican Restaurant on Germantown Parkway. This highly popular gathering always draws full house attendance, taking nearly every seat in the house. Admittedly there's nothing automotive or

British related about Taco Tuesday, only a great opportunity to visit with friends in a convivial setting – always fun and inviting.

Magic Beans

From the July 2009 issue of Classic Motorsports

During the early 1960s, Ford of England established itself as a builder of truly fine cars. People wanted Fords. Still, the manufacturer's offerings were a touch stodgy, and a new generation wanted modern styling, zippy performance and low prices.

The company delivered, and the Cortina was the tip of the spear.

Initially known to English Ford insiders as the Archbishop, this car was completely styled in

about nine months. Using a bin of existing parts cut costs and saved time.

The new car was called the Cortina in honor of the Italian venue for the 1956 Winter Olympics, Cortina di Ampezzo. Ford Chairman Patrick Hennessey had suggested it be called Caprino after the city in northern Italy, but after rumors circulated that the word translated to "goat dung," Cortina it was.

Production of the Cortina De Luxe began in June 1962, and by September cars were hitting showrooms around Britain. It was an instant hit: Within three months, more than 60,000 units had been sold.

Ford fit the Cortina De Luxe with a 1198cc inline-four based on the tried-and-true 1-liter Kent engine. The redesigned lump produced about 50 horsepower and allowed for a respectable 29 miles per gallon. Top speed

was just shy of 80 mph, and zero to 60 took about 23 seconds.

Though not a rocket, handling was crisp, braking was decent, and all things told, it was the proverbial wolf in sheep's clothing. It even had a useful back seat and trunk.

People knew there was more to be had from this little car, and Ford proved it in January 1963. A robust, five-bearing, 59-horsepower

1498cc engine was offered as an option, creating the Cortina Super. This new package also had a four-speed manual transmission plus a heater, windshield washer, additional chrome trim and more supportive

seats. Performance improved, but not in spades.

In late January, Ford introduced a higher-compression 1500cc engine, creating the Cortina GT. This model performed exceptionally well, but something even better arrived that same month: a Lotus-tuned version, the little car that truly kicked off the Total Performance campaign.

I Smell the Blood of an Englishman

The Lotus Cortina didn't happen by accident. Walter Hayes, Ford of Britain's public affairs chief, was friends with Lotus head Colin Chapman. The successful Lotus Elan already used Ford's 1.5-liter block, but it was the trick twin-cam head that awoke the potential within.

Hayes wanted to take the Cortina racing in Group 2, so he approached Chapman with an



idea: What if Lotus engineered 1000 tweaked Cortinas? The arrangement meant cash flow for Lotus and gave Ford a streetable race car. Both companies would build on their reputations.

Handshakes all around, and Ford delivered Ermine White Cortinas—sans running gear, interior and proper suspension—from their plant in Dagenham to the Lotus factory in Cheshunt. Work quickly began on the Lotus Cortina.

Chapman had a plan: Modify the steering, suspension and brakes while adding stiffening braces. To help weight distribution, relocate the spare tire to the trunk floor, where the battery would keep it company.

Chapman also planned to add lightness by replacing the steel trunk lid, hood and door skins with aluminum pieces. (Oddly, the finished Lotus Cortina still weighed 150 pounds more than a standard Cortina.)

Of course, the heart and soul of Type 28 would be its twin-cam engine—originally built by Ford, modified by Lotus, and proved in the Elan. Harry Mundy, whose credits include designing engines for BRM and Coventry Climax as well as aiding development of the Jaguar V12, engineered the Lotus modifications. The block was bored to 1558cc and topped with a twin-cam aluminum head fed by twin two-barrel Weber 40DCOE carbs. The rev limit was 6500 rpm.

The twin-cam Lotus engine that worked so well in the Elan was used again in the Cortina. It produced a stout 105 horsepower with the help of dual overhead camshafts.

The Lotus Cortina originally also borrowed the Elan's gearbox, but this eventually changed—the Cortina's specs rarely sat still. (In fact, at some point the aluminum skins became optional, and the floor-mounted tire

was returned to the left wheel arch.)

The Lotus-tuned Cortina boasted 105 HP at 5500 rpm and 108 lb.-ft. of torque at 4000 rpm. Performance was definitely better than that of the standard-issue Cortinas, as this one could reach 60 mph in 10.5 seconds. Top speed was 106 mph. The Lotus Cortina could also achieve 18 to 24 miles per gallon, assuming it was



driven responsibly.

To ensure the car was glued to the road, they modified the suspension. Out back, the original Lotus Cortinas featured coil springs on a live axle plus a single-piece drive shaft and A-brackets that linked the aluminum differential housing to the body.

This design placed a lot of stress on the differential, however, and eventually bolts loosened, oil leaked and gears shredded. Bushing problems also appeared that allowed the rear ends to collapse.

A two-piece drive shaft was introduced in July 1964, with an optional alloy case. By June 1965, the entire rear suspension was replaced with the standard Cortina setup, which featured half-elliptical leaf springs and twin radius arms.

The front suspension used a simple MacPherson strut design fitted with a massive anti-roll bar. Overall, the Lotus Cortina was much lower than the standard Cortina; in fact, they modified the trunk floor to accommodate the rear suspension and axle. The result was a

stiffer ride as well as tauter, more predictable handling. Girling 9.5-inch front discs (9.75-inch on later cars) and 9-inch rear drums provided race-worthy stopping power.

The Lotus Cortina's interior had a luxurious feel, something unusual for Lotus at the time. Adding to the Cortina's snugness were well-padded competition seats, a cushioned console with storage box, a wood gear knob and steering wheel, aluminum appointments and handsome carpets. The panels fit well and featured uniform gapping—even the windows rolled up and down smoothly. Interior noise levels weren't obtrusive, but rather just right.

Lotus sprayed a Sherwood Green "flash" along the body and across the rear end before adorning each rear flank with a Lotus badge and calling it a day. It was truly a well-made, solid car that was fun to drive. Its price reflected that fact: When the car became available in the United States in 1965, \$3420 drove it off the lot. For better or worse, buyers of the time could get a nicely equipped, V8-powered muscle car for the same money.

In that marketplace, the Lotus Cortina supplanted the BMC Mini, and on the track it quickly established itself as the car to have. Lotus Cortinas were driven on tracks around the globe by seriously talented drivers such as Vic Elford, Jim Clark, Jackie Stewart, Mike Beckwith and Alan Mann. The model's first race was the Oulton Park Gold Cup in September 1963, where Lotus Cortinas finished third and fourth. Ford Galaxies driven



by Dan Gurney and Graham Hill took the top two places, but the Cortinas beat the formerly dominant 3.8-liter Jaguars.

Lotus Cortinas also brought home a one-two victory in the Motor Six Hour International Touring Car Race at Brands Hatch, took fourth outright in the 4000-mile, 10-day Tour de France, and proved well in the British Racing & Sports Car Club Championship, Swedish Ice Championship, South African National Saloon Championship, and Wills Six-Hour in New Zealand, to name a few. These cars quickly became known as the giant-killers.

Down the Beanstalk

While Lotus needed to assemble just 1000 cars to satisfy the racing regs, it's reported that 2894 Mk I Type 28s were built. Although this was many more than originally planned, the number was still tiny enough to make these cars highly desirable to collectors.



The ones with racing history can be especially appealing: At the Bonhams Olympia Auction on December 3, 2007, an original Team Lotus Lotus Cortina piloted by racing legends Jim Clark, Sir John Whitmore and Jack Sears in 1965 sold for \$281,808. While this amount was higher than market value, it serves as a very interesting testament to the following these cars have gained.

For sports car enthusiast Dave Steel, the Lotus Cortina represents one of those must-have cars from his youth. "As a kid I would go to Riverside Raceway, and I noticed a lot

of the race drivers drove Alfa Veloces or Lotus Cortinas to the track,” he says. “I wanted to drive what the racers drove.”

By the time the Lotus Cortina was made available to North American enthusiasts in 1965, the model had been overshadowed by the more muscular Ford Mustang in the eyes of many. It’s a shame, since the little Cortina offered scorching performance—and had the badges to prove it.

That early impression has stayed with him for many years, and he finally acquired his own Lotus Cortina a few years ago. Fresh from a total restoration, his 1966 Lotus Cortina has been brought back to original factory specs—down to the Ford hammertone blue color adorning the cam covers and Lucas battery.

The car sports a few period-correct upgrades, too, including special Lucas Flamethrower headlights. The original-style new Michelin XAS tires also sport the appropriate vintage look. “The cars came new with Dunlops, but the XAS was an alternative,” he says. “The Lucas Flamethrowers are amazing; I never have a lack of light.”

Interestingly, for a man who owns a number of Italian exotics and oddballs, Dave notes that the Cortina has been one of the most approachable cars he’s owned. People from all walks of life ask him questions about the car. They aren’t intimidated by it, as they can be with the Ferraris.

“People seem to want to act like they know something about Ferraris,” he explains. “It’s like they’re embarrassed to not know everything about those cars, so they’re afraid to ask questions. Not so with the Cortina.”

A perfect example comes from Raffi Najarian, Dave’s mechanic who restored the Cortina and once had it in San Francisco for a week. Within that time, three notes turned up on the car from people interested in buying it.

“This car relates to a lot of people,” Dave

adds. “Many women have told me how cute the car is, and I never thought I’d say this, but it’s more of a babe magnet than the Ferraris! Young people like it because it looks like it was lowered, and it wasn’t; they love the hubcaps on the wheels, the lack of chrome, the stripe, the gauges and steering wheel.”

Despite its ability to attract attention, the Lotus Cortina never sold well in the United States. The Mustang was tough competition—it cost a thousand dollars less and had more cylinders. Ford salesmen and mechanics often didn’t understand the Lotus Cortina: Was it a Ford or a Lotus? Were parts available? Who would service the car?

“They say about 200 were brought to the United States, but I think that’s optimistic,” Dave explains. “They only really appealed to guys who like to run at 7000 rpm.”

For those who seek one, Dave has some advice: Watch out for rust and serious body damage. Also, the parts fetch nearly stratospheric prices, meaning that buying a complete, finished example might be wiser than taking on a restoration project.

“The steering wheel in that car can cost up to \$3000, the pot metal surrounding the taillights cost me \$250, and if you want a limited-slip differential, it’ll easily exceed \$4500,” he explains.

Nevertheless, Dave says that the car is worth the price of admission. “It’s extremely well balanced,” he continues. “The Cortina tenaciously holds a line in a curve, and you really don’t feel the lean that so many pictures of these cars exhibit.”

Dave expects demand to continue to rise: “I think they’ll be up in and



be the only one on your block to have one—even if your block is the size of Kansas.”

also

d to

e to

think

only go

value,

you’ll



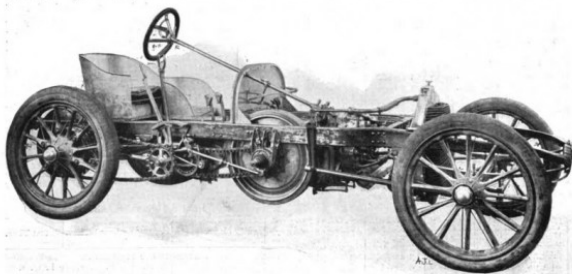
NASCAR & Jaguar

A little pig went into a bar and ordered ten beers.

After watching him drink all ten, the bartender asked, "Don't you want to visit the washroom?"

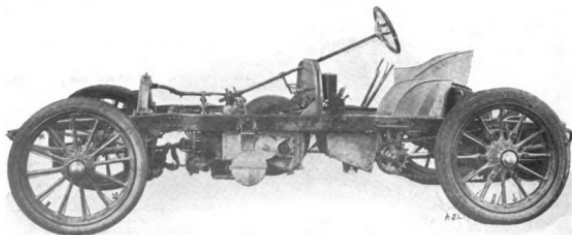
The little pig said, "No, I go wee, wee, wee all the way home."

THE 96-H.P. WOLSELEY GORDON-BENNETT RACER.



The accompanying illustrations show the new 96-h.p. Gordon-Bennett racer, built by the Wolseley Company, to which we referred briefly last week. The chassis has a pressed steel frame, and it will be noticed that the wooden wheels are reinforced with wire spokes as on this company's 72-h.p. machine. The wheel-base is 9 ft., the track 4 ft. 7 in., the front wheels have 34 by 3 1/2 in. tyres, and the rear tyres are 36 by 5 in. The four horizontal cylinders lie alongside one another, and the engine is placed in the usual position adopted by these makers, with its crank-shaft lying transversely across the car. The end of the crank-shaft is carried by a ball-bearing, which is fixed to the frame in such a manner that it is unaffected by any springing of the frame, and this bearing steadies that end of the shaft outside the main clutch and the driving sprocket. High tension ignition plugs of extra large size are fitted horizontally into the cylinder heads, and the system employed in conjunction with these resembles that introduced by Messrs. Wilson and Pilcher, there being one coil, two tremblers—one of which is used only at a

time—and separate test switches in each low tension circuit, besides spark gaps in each high tension circuit. One of the Wolseley "automatic" carburetors, having a single jet, is employed for all four cylinders, and the engine is capable of running at any speed up to about 1,300 revs. per min. A large circular radiator, similar to that on the 72-h.p. car, forms the front of the bonnet and the pump is fixed to it, being driven from the motor by a telescopic shaft, in which is introduced a spring drive. The transmission-gear follows the usual Wolseley practice, and the gear-box, which is very compact, and is attached to the frame at three points only, is provided with ball-bearings throughout. The car is so geared that it will travel at a speed of about 75 miles per hour on the top-gear when the motor is running at its normal speed, but as already mentioned, the engine can be accelerated to 1,300 revs. per min. Both sets of brakes act direct upon the rear wheels, those operated by foot being of the internal expanding type, and those controlled by hand being of the external "band" pattern.



When Toyota announced its 2007 entry into NASCAR's Nextel Cup, it moved numberless trivia experts to note Toyota would not be the first overseas nameplate to run with the good ol' boys.

There have been at least eight interlopers, with Jaguar leading the pack.

Learning Jaguar's NASCAR effort required pawing through records a half-century old and only slightly more dependable than Enron's or WorldCom's. Yet there is enough information on driver Al Keller, an East Coast road-racer, and other NASCAR moments to put a little flesh on the bones.



On June 13, 1954, racing at the Linden Airport in New Jersey, a 43-car field produced three



NASCAR milestones. One, it was NASCAR's first road race. Two, Keller's win in the No. 4 Jaguar XK120 fixed-head coupe remains the only import win in NASCAR's major series—then called Grand National. Three, because Keller had won on an oval in March at Oglethorpe Speedway in Savannah, Georgia, he became the first NASCAR pilot to win on both a road course and an oval in a single season.

Twenty-one import makes started at Linden, including thirteen Jaguars, five MGs, along with a lone Austin-Healey, a single Morgan and one Porsche. Four Jaguars finished in the top-10 and five finished in the bottom-10. The Morgan finished 41st.

Born in Alexander, New York, in 1920, Keller was a postwar USAC midget and champ car driver usually described as a journeyman. From 1955 to 1961 he competed in six Indianapolis 500s, finishing two of them, and in more than two dozen other major AAA and USAC events.

Keller ran almost as many NASCAR races, successfully transitioning from USAC ovals to NASCAR ovals and from oval racing to road racing. In addition to his Linden win, Keller turned in two other noteworthy Grand National performances in 1954. As noted, he won at Oglethorpe Speedway, and he took the pole at Charlotte Speedway—not the superspeedway but the three-quarter-mile dirt oval where NASCAR sanctioned its first event ever.

Keller went head to head with NASCAR's hot dogs during the 1954 season. Buck Baker won the pole at Linden and finished third, with Hershel McGriff and Lee Petty in the field. Herb Thomas took the pole at Savannah, and Baker won at Charlotte after qualifying second behind Keller.

NASCAR's effort to reach out to the international community ended in 1958 at the Riverside Grand National race, where a pair of Citroëns, a Renault and a Goliath (German) competed. The Citroëns finished 18th and 19th, and the Goliath finished 27th. The Renault posted a DNF. The Goliath, still running at the finish, might have been the last import to cross a NASCAR top-series finish line before Toyota did in 2007.

And what of Al Keller? After years of seat hunting Keller got a full-season ride in the Konstant Hot Phillips-Offy for 1961. He

opened the season with a fifth- place at the Indianapolis 500, notched four top-five finishes and won two poles, the second at the November race in Phoenix. There, 40 laps into the race, he wrecked in Turn Four and was killed.

Thanks to Toyota, the memory of Al Keller's Jaguar win—and Goliath's lone appearance—will endure.



A woman died and went to heaven.

After what seemed to be an eternity, she met St. Peter at the fiery gates. St. Peter looked through her file and said, "I am very proud of you. You lived a good life, went to church, prayed every day, raised God-loving children. I will let you into Heaven if you can only spell a word correctly."

Excited, she thought back to winning the spelling bee in elementary school and is ready. "What is this word I need to spell?"

"Love," says St. Peter.
"L-O-V-E"

St. Peter opened the gates and as she is about to walk through, God called St. Peter for an important meeting ASAP. He instructed St. Peter to have the woman replace him until the meeting is over. St. Peter told the woman to use the same test to determine if some goes to heaven or hell.

After a few hours, the lady looked up to see her husband, who apparently died of a heart attack several months after she had passed. She asked, "How was life after I died?"

"Oh, life was great! I remarried this very attractive woman, for whom I bought a large diamond ring with your life insurance money."

She smiled and said, "I am so happy for you."

He went on; "we went to Italy for our honeymoon and toured the Vatican, saw all those beautiful things and ate the finest food."

She replied, "Oh, I always wanted to do those things, but you never like to travel. She must be a special woman."

"Oh, yeah! We bought the house up the street, the one you always admired, and the sex was amazing.

That's when I had the heart attack and died."

Seeing the line was getting longer, the man asked, "Now, what do I need to do to get into heaven, so we can catchup on everything else?"

The woman replied, "Spell Czechoslovakia."



Wants & Gots

A rare opportunity! Soon to be vacant: BSCC corresponding Secretary and Wyres & Tyres editor. Apply to President Al Ross.

Wyres & Tyres is a publication of the British Sports Car Club, LTD
P.O. Box 38134
Germantown, TN 38183-0134

www.memphisbritishcars.org

Contact the editor via
dukemeteo@gmail.com

The "WOLSELEY" TEN.
The Finest Small Car in the World.

The "Wolseley" Ten is definitely recognised by all experts as the **real leader in the small car class**. Designed and finished as carefully and as accurately as the largest and most expensive cars, and fitted with superb coachwork, it is a source of legitimate pride to its owner.

Its four cylinder overhead valve engine develops a high degree of power on a very low fuel consumption, and possesses high speed, great flexibility, and remarkable hill-climbing powers. The springing, too, is delightfully efficient, all road inequalities being completely damped out.

CURRENT PRICES	
"Wolseley" Ten motor	£465
Standard Ten motor	£445
Tenfold	£395
Two-seater Coupe	£720

Ask us for the name of your local "Wolseley" Agent, who will be pleased to arrange a trial run. Or write us for Catalogue No. 22, post free.

WOLSELEY MOTORS Ltd.
(Proprietors: Vickers Limited.)
Adderley Park, BIRMINGHAM.

London Depot: Petty France, Buckingham Gate, Westminster, S.W.1.
Sales Office: Southern Works Road, Chichester, Sussex.

"Wolseley" Ten Ten motor.

alamy
Image ID: C01046
www.alamy.com