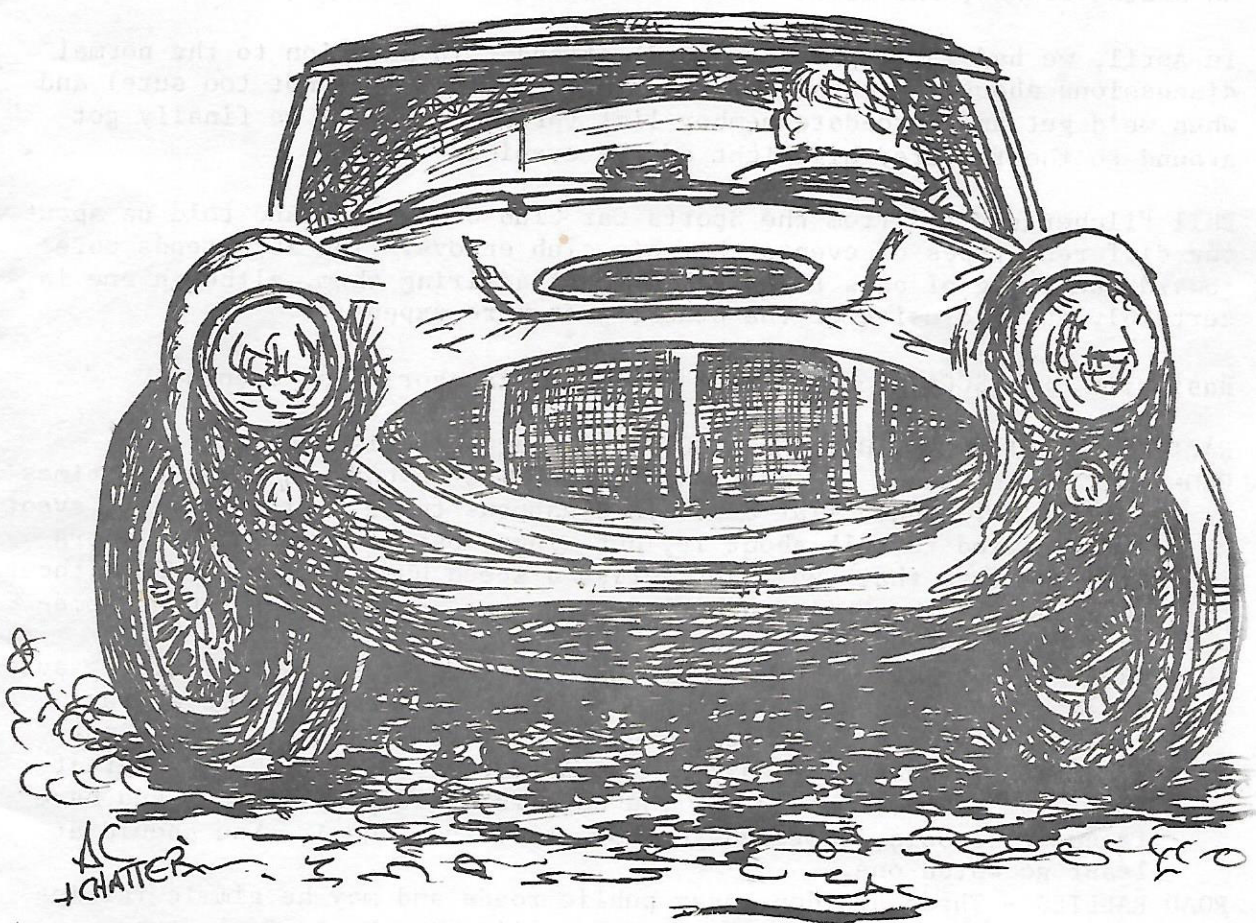


TYRES and WYRES

Summer 1982



BRITISH SPORTS CAR CLUB, LTD.

Dear Members:

We sent 32 BSCC Newsletters to members in March. It looks like this edition will be almost double that! We thank you for joining our club and hope you enjoy it. Take a close look at the scheduled summer events, mark your calendar and participate!

APRIL & MARCH MEETINGS

The Club regularly meets on the second Monday Night of each month at Shakey's on South Perkins, one block South of I-240.

In April, we had 25 people (a record) attend. In addition to the normal discussions about how much money is in the kitty (we're not too sure) and when we'd get an up-to-date member list (probably never) we finally got around to the featured highlight of the evening.

Phil Pilcher visited from the Sports Car Club of America and told us about the different types of events that his club enjoys. The SCCA tends more toward the using of cars rather than (our) admiring them, although one is certainly not exclusive of the other, just more expensive.

Basically, the SCCA sponsors four different categories of events.

RACING - mostly pros, driving \$100,000 flying advertisements.

PRO-RALLY - also fast, but mostly local entries on unpaved roads sometimes driving all night, flat out. This happens to be Phil's favorite event and he tried to talk about it, but since most of the clubs officers drive Healeys that can't get across a speed bump at over 5 MPH without scraping off the entire exhaust system, we asked to know about something we might do.

AUTO CROSS - These take the form of Fun-khana's Gymkhana's and solo or auto cross events. They are run on smoothly paved parking lots and are really miniature road races, one car at a time please, and against the clock. I've gotten bit by the Autocross bug and they are great fun. The Memphis Chapter of the SCCA is quite good at them and have frequent schools, to teach you how to drive (them). You should at least go watch one.

ROAD RALLIES - These are done over public roads and may be gimmick rallies with trick instructions, scavenger rallies, or Monte Carlo type rallies. They range from fun to very serious but the main theme remains the same, emphasizing TSD, Time, Speed (not high but rather

accurate) and Distance.

Phil, we thank you for your time and enjoyed your talk. Our May meeting was mostly concerned with setting up the summer agenda and agreeing that we had more money and more members but not specifically quantifying either.

SCCA AUTOCROSS EVENT - April 17 & 18

The competition in town advertised an Autocross school and an Autocross event the next day. I thought I might learn something at the school about how to drive, and how quick the TVR really is at the same time. I went and I did! These cars we drive were built to be pushed and survive it. Join me at their next Autocross school and event. I guarantee you a great day!



Entering a diminishing radius turn too fast! Get off the brakes! Your going too fast to get through, don't worry, just turn the front wheels into the turn anyway. Let them scrape off the speed. A little throttle to kick the back end over, and like magic your through!

BSCC POST APRIL FOOLS RALLYE

Advice to first time rally-masters! Keep the scoring simple, and if you can't figure out how to do that, don't try to calculate it in a rush while consuming vast quantities of beer. Win Bonner took first place in his 74 MGB despite a premature award ceremony to the second place Macumber team running a 1960 Healey. Third place was almost a three-way dead-heat with Whit and Lisa Deming's Monte Carlo (one day the Lotus will be back on the road) just nosing out Henry Lofton's 61 TR3 and David Charters "other" car for 4th and 5th. 19 of 20 entries finished for a well attended event. We had 4 Triumphs representing the winning Marque. The 5 MG's entered made the second best marque score, 4 "others" category came in third, with 7 Healeys averaging the worst score despite Macumber's efforts.

If you did not get a dash plaque for attending the event, please let me know as I still have four left.

Comments by David Charters

"As a representative of the "others" marque, since unfortunately my Triumph had been sold the weekend previously, I certainly enjoyed the afternoon and found it most interesting.

We were the second car off, behind that world-famous rally team of Noah and Harlin, complete in official garb. Imagine our surprise only 1½ minutes into the rally to see a white Austin-Healey in reverse, as the "experts" argued about what the "tower" looked like. I could tell then that we were in for a fine ride.

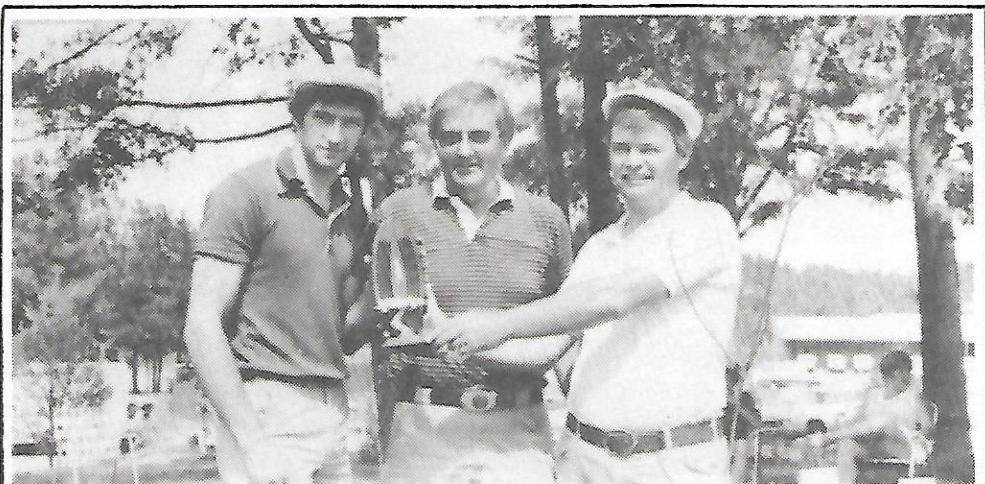
Our next surprise came after "C" Street, when we were passed by a Spitfire, whose driver obviously hadn't read the instructions about obeying posted speed limits. The new leader went around a bend at a high rate of speed, and we were about 500 yards behind. This was indeed a fortunate gap, as we encountered one of Shelby County's finest on the other side of the curve; we fervently hope the gendarmes would realize that two speeding cars make a coincidence, while it takes at least three for a rally! I could only speculate on the reaction if some flashy British iron had been right behind us.

As we came around the Reed Hooker loop for the second time, and met at least four cars lined up at the stop sign for their first loop, I wished I'd had a camera.

We had no further problems until about five miles from the finish. We were right on time, thanks to good planning, exceptional driving skill etc. It was just then that Christine announced that she had to go to the bathroom! The result was that we were 2½ minutes early at the Rib Rack,

though my fine navigator characterized it as "almost too late." I was grateful not to have been driving the Triumph, or the stiff suspension might have caused her to do something childish!

The BSCC is to be congratulated on a fine rally, and we look forward to many more."



Winn Bonner accepting first place trophy for the April Fools Rallye while Mac is being restrained someplace off-camera.

BARTLETT CELEBRATION - May 1 by Al Noah

The Bartlett Celebration was a great success for everyone including the British Sports Car Club.

Four members attended the event held in Bartlett and three members entered their cars.

They were, Bob Brown with his distinctive MGTC, Lynn LeFevre with his beautiful MGTF and Keith "C" Macumber with his award winning Austin Healey. Al Noah attended with his "up and coming" Austin Healey, but did not enter the competition. When the judging had been completed, Keith and Lynn won First and Second respectively in Class 19, Sport Cars General. Keith also won the Club trophy for placing First in the competition.

We also were successful in recruiting a new member, Mr. Ralph Dorsby, who owns an MG Midget.

All in all, a very successful and funfilled day. We hope that next year we will have more club members participating.

MG MUMBLINGS, by Lynn LeFevre

As well as I can determine , we now have fifteen members who own approximately Twenty MG's, most of which are operational.

THE "T" SERIES M.G.

Probably no single car did more for the world-wide popularity of the sports car than did the T series M.G. Introduced in 1936 and continued through 1955, this classic, gutsy, "best little car ever made" has caused all manufacturers of automobiles to realize that some humans do regard cars as something more than mere transportation. Even though the T Series went through five model changes, the same classic shape was retained, as was the M.G. philosophy, "Safety Fast."

The TA came out early in 1936 and sported a new 1292 c.c. engine marking the end of the overhead camshaft configuration in the Midgets. It looked much the same as the PB it replaced but was a bit more comfortable. The push-rod engine was, no doubt, not so alluring technically, but it was easier on the enthusiast's pocketbook to maintain. Like all M.G.'s, it soon caught on and sold well. The TA's were great little companions and the successes of the famous Three Musketeer cream and brown cars are legendary.

The new engine was added for 1939 and, thus, the TB came into being. The new unit was the extremely successful XPAG unit which powered M.G. Midgets right through 1954. The car was really not changed very much outside of the drivetrain. The onset of World War II closed down the factory's output of sports cars, and the TB run was short.

The TC can claim the honor of bringing the sports car to America. Many servicemen bought the car in Europe and brought it home with them. The revival of sports car racing at Watkins Glen and other sites around the U.S.A. saw TC's in amazing numbers. They won their share, too! The success of TC in sporting events plus its looks and performances all contributed to the postwar sports car boom.

The TD was greeted with howls of protest from TC owners and with open arms from the press and new sports car enthusiasts. TC owners resented the lack of the huge wire wheels and delicate fenders. They called the ride soft and felt the TD could never replace the TC. In reality, however, the TD proved extremely popular, useful, and dependable. Above all, it was a very comfortable road car. Enthusiasts campaigned TD's in a variety of sporting events and the car earned its share of laurels. In honest tribute to the TC, however, it should be noted that a TC in proper tune could show its spare tire to a TD.

The TF is often called the last of the real M.G.'s. Its body configuration was a radical departure from the true square rigged M.G.'s which had preceded it, but it did retain the basic T Series flavor. The car does have a charm about it that appeals to the enthusiasts. It performed well with the TD engine, but the development of the 1500 c.c. engine added quite a bit to its capabilities. TF owners have every right to be proud of a fine automobile; the last of the real M.G.'s.

A reprint from The 'T' Series M.G. - an introduction by
Richard L. Knudson

A JAGUAR TALE, as told to Mad-Dog by the Alexander's

Kerry and Anna, originally from Illinois, met at Southern Illinois University. Kerry graduated, married Anna, and was commissioned an Air Force Officer, all in June 1972. From Pilot training in Laredo, Texas and Sumter, South Carolina, they were stationed in England where Kerry first was bitten by Jaguar fever.

Kerry bought his first Jag in 1974 as production was ceasing. It was a '74 E-Type V-12 Roadster in Regency Red. It was a beauty and a real steal at today's prices.

Returning to the states in January 1976, Kerry said goodbye to England by driving his Jaguar to the docks aside a friend's 1970 XKE at speeds in excess of 120 mph on the British motorways. What a way to go!

Back home, he was assigned to Columbus, Mississippi where he went temporarily insane and sold his still cherry Jag to buy a '76 Corvette. That lasted a year and a half until he found a '65 XKE Roadster which he restored to mint condition. Now with a Jag and a Vette, he found a deal he could not resist in 1978, a '74 V-12 Roadster. For awhile he had to stuff two Jag's and a Vette into a 2-car garage. What a puzzle.

Kerry finally came to his senses and sold the Vette. He also sold the '65 XKE to a friend who couldn't do without it. Unfortunately, his friend had a meeting with a tree about 6 months later. Results?.....one demolished Jag and two broken hearts--his & Kerry's.

Kerry left the Air Force in June 1980 and brought his family, Anna and Jason, and his British-Racing-Green Jag Roadster to Memphis where he flies Holiday Inn, Inc.'s Corporate Jets.

Since being in Memphis, Kerry has repainted his Jag, replaced the softop, and did some chrome detailing under the bonnet. Kerry does most of the day-to-day maintenance on his cars, and some on his friends cars too.

Kerry joined the Club in May '82 and is looking forward to being active in Club events.

HEALEY PROFILE - Jim Garts

In 1963 Donald Healey invented the roll-up window--at least insofar as Healey owner's are concerned.

Jim Kopald became the proud owner of one of these early windowed (as opposed to windowless) automobiles when he purchased his 1963 BJ 7 in October, 1981. He found the automobile in Jonesboro, Arkansas, and imported it to Memphis. At the time, Jim's BJ 7 was British Racing Green and barely in running condition. Before beginning the task of dismantling and rebuilding his "new" Healey, he reportedly drove it around the block one time while flames shot from the side stebro exhaust pipes.

Jim expects his Healey to be back on the streets by the end of this summer, and from what I understand the automobile will be able to give Macumber's "award winning Healey" plenty of competition.

In the rebuilding process, Jim, acquired a 1964 Healey as a parts car, particularly, for front-end body parts. However, he also discovered that the engine on his parts car still runs pretty good despite the absence of a gas tank and other significant components. Jim hooked it up to his outboard motor tank, hand pumped some gas, and fired the engine right up. A large dirt clod reportedly exited the engine as it came to life.

When Jim Kopald's 1963 BJ7 again rolls from his garage late this summer, it will have a white paint job, all new interior and blue carpeting. In addition, the engine compartment, trunk and interior have all been sand-blasted and Jim has rebuilt the engine. Both engine and transmission are now back in the automobile.

Jim has apparently done things like this before. Several years ago he also rebuilt a Spitfire and his last sports car was a TR4.

UNSOLICITED A.H. COMMENTS - Jim Garts

Owning an old British Sports car can be a real trip---and not just to the shop. As you drive your Big Healey down the roadway or nonchalantly lean against it while parked, you will routinely receive a variety of comments and inquiries. Something which owners of \$30,000 Porsche 911's can only dream about.

For example, here are a few unsolicited comments concerning a rather ragged Healey 3000.

- (1) It that an MG?
- (2) Is that a TR3?

- (3) If you ever want to get rid of it, let me know.
- (4) That thing sure is loud (after installtion of Noah's side pipes).
- (5) Is that legal?(also after installation of side pipes).
- (6) I smell gas (would have been a good name for newsletter).
- (7) I smell mildew.
- (8) The heater sure does work good (but it's not on).
- (9) I had one of those when I was a kid.
- (10) I rode in one of those once.
- (11) A friend of mine once had one of those.
- (12) You're putting standard brake fluid in that?
- (13) You mean those tires have tubes in them?
- (14) How do you get these wheels off (Sears Automotive).
- (15) That's a nice looking Jaguar.
- (16) Austin Healey?
- (17) Are the parts hard to find?
- (18) You should put a V8 in that.
- (19) Is that you car behind the tow truck?
- (2) Are you kidding; I'm not going to drive that thing anywhere (wife).

Join SCCA? Call their Treasurer, Richard Holden 744-8698, or
write: 1381 Cherry, Memphis, TN 38117

TECH TIP - Identification Plate Refinishing

Remove old paint from ID plate.

Spray black laquer on the front of the plate and let dry for a few days.
Place a sheet of 600 grit wet or dry on a flat surface such as a piece
of plate glass.

Wet the paper and sand the face of the ID plate until the raised portions
start to show through the paint.

Finish the job with white polishing compound.

It almost looks good as new.

FUTURE EVENTS

Monthly meetings for the summer are scheduled for July 12th, and August
9th. These meetings will be at 7:00 p.m. on Monday nights at Shakey's
Pizza Parlor located at 2797 South Perkins Rd. (just South of the I-240
exit).

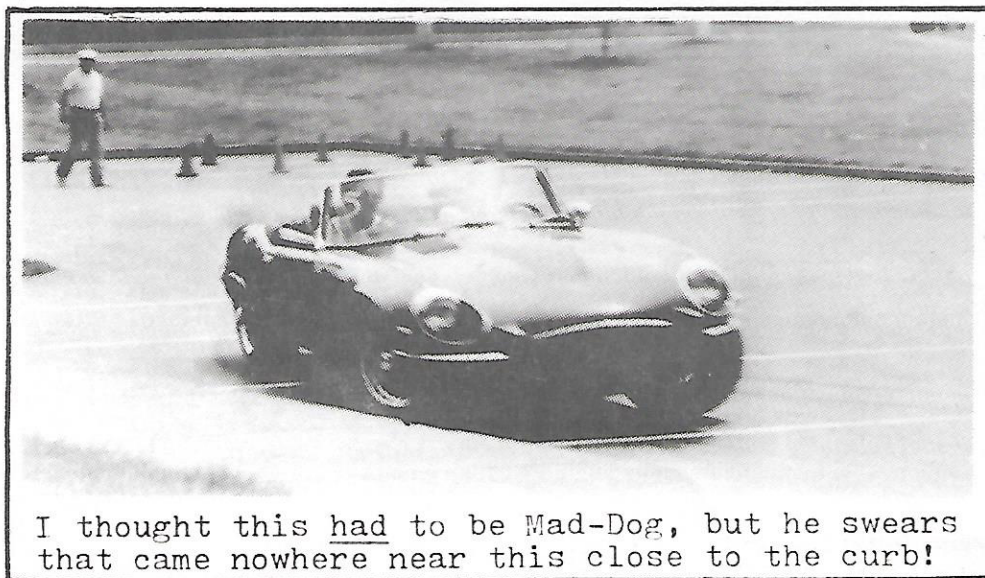
On Sunday, August 22nd, our MG members have planned a swimming party
for the Club. This event will be held at 1:30 p.m. at the home of
Al and Betti Jo Noah, 6986 Roundhill Cove in Germantown. Refreshments
will be provided and everyone is encouraged to bring their family.

The September meeting will be sponsored by our Triumph group, October
and Jag people, and November the Healeyites.

Although advertised as a Funkhana, it evolved more toward a straight Gymkhana. Yours truly thouroughly enjoyed it however. Who needs to break balloons and throw basketballs while spinning back tires at the same time anyway. Spinning back wheels (alone) takes all the concentration I can muster.

We used first and reverse--no that's wrong--we used reverse and first gears only while running the course, starting through the first gate backing up and finishing in reverse also. 15 cars ran, and I'm proud to say that a 23 year old Healey won. Flat blew the rest of them away before penalties were added with a 1:28:00 raw time! The field finished as follows

Keith "C" Macumber, 1960 AH 3000 (He proved that they don't break)	1:36:00
Al Noah, 1967 AH 3000 (Modified bumperless version)	1:37:14
Ken Berry, Triumph Spitfire (Good thing no Midgets showed)	1:37:21
Win Bonner, 1974 MGB (Always competitive, ex-new tires)	1:41:06
Andy Johnston, 1966 AH 3000 (Neatly and quickly)	1:41:36
Lisa Deming, 1981 Ford Fiesta (Good thing the Lotus isn't finished)	1:42:20
Allen Carpenter, 1966 AH 3000 (Couldn't get thru the box)	1:42:11
Unknown SCCA, Datsun 1600 (Pre-Austin Healey Copy)	1:44:67
Allen Carpenter, 1977 TVR2500 (and <u>he</u> went to autocross school!)	1:45:90
Mad Dog Brown, 1970 E-Type (if only you didn't have to go back after Noah)	1:49:60
David Charters, New Toyota 1500 (smooth, back to the car pool Mon.)	1:50:47
Jim Garts, 1961 AH3000 (we told you to use Castrol)	1:52:26
Kerry Alexander, 1970 E-Type (so georgous, you can't push it)	1:55:67
Alex Bonner, TR2 (your tires will last longer than Win's)	2:20:41
Lynn LeFever, 1955 MGTF (Babied, buy a used MG from LeFever)	2:31:71



I thought this had to be Mad-Dog, but he swears that came nowhere near this close to the curb!

ROBERT BROWN AND THE "RED BARON"

Robert Brown, one of our members, relates the following story to us:

At 2 a.m. on the 4th of July, 1968, I had just signaled the Launch Officer. I was ready for my "catapult shot" off the bow of a Navy Carrier in Viet Nam waters. Seconds later a Fire Warning Light came on and I transmitted the suspend signal three times over my aircraft radio. Unfortunately, the electric lock button had a burned out bulb. The tower personnel were frantically trying to locate this safety device. They couldn't find it soon enough and I was flung out into the "Black Hole" at 130 mph.---like a roman candle! I shut the aircraft's engine down and landed at Da Nang, 153 miles away. In the process, the aircraft settled to forty feet above the water (we had a radar altimeter) and held there for a few seconds before I could start a gentle climb. I noticed a small white light directly ahead of me. As I zipped past, I looked into the bridge of a destroyer. I barely missed its mast and was dumping 1200 pounds of high octane fuel on them. Fortunately they didn't have a fire!

A few days later, the carrier tied up in Singapore. I hit the ground on a dead run for the famous Raffles Hotel. Just before exiting the gate of the British Base, we passed a Gulf Service Station --- I couldn't believe what I saw. Parked neatly in a row with "For Sale" signs on them were an XK120 Jaguar, several Morgans, and this Gypsy Red 1949 MGTC. The MG had been in Singapore since new, and each British officer that owned it had passed it down to the officer relieving him. The title folded like a road map, with dates, signatures, etc. It had just been completely overhauled--engine, gearbox, brakes, axle, and had also recently been painted. "How much?" The reply was "\$870". But then "That's in Singapore Dollars". In U.S. Dollars it was \$290. I said "Sold!" quickly paid for it, and drove it to the carrier and it suddenly dawned on me that I didn't have permission to put this beauty on board the ship. In the next few hours permission was given by the carrier's Commanding Officer. It was due because of my earlier event and my salvaging the roman candle episode.

We placed it in the carrier's hanger bay and, for the remainder of the cruise, tinkered with it and even drove it around. It certainly made the cruise pass much faster.

Now the "Red Baron" resides in Memphis and whenever I think of the experiences that I've had with it, I'll go sit in it and smile.

Deadline for articles for next newsletter September 1. Please let me know if any members have access to typists and ideally the kind of typewriter with variable letter spacing.

Editor Allen Carpenter

A.H. Parts
 Sell or Trade
 Wirt Harlim
 Wanted--
 MGA trans
 and a "Triumph"
 for customers of
 Jon Graham--
 Res. 365-1848
 Off. 794-2086
 For Trade--
 Give 3000 seats,
 get 100-4 seats
 both Black--Al
 Noah--Res. -
 754-1125 --
 Off. 795-7474

1965 Austin Healey
 3000 - \$2500 Runs
 Good - Bobby Hasky
 1956 Austin Healey
 100-4-\$1000 front
 cap & fenders off.
 Many new parts, every-
 thing there, leather
 seats. Res. 274-2952
 off. 362-1570
 Tom Anderson
 1962 AH Sprite
 new motor, new
 paint, no brakes.
 \$600.call Bobby
 Hadskey, 682-9726
 or 942-0224 Work

1977 TVR 2500
 Excellent Runner
 Allen Carpenter
 754-5287
 Regal Olds has a
 wrecker with "T.L.C."
 to handle your ten-
 der towing needs.
 For Sale-1980 MGB
 Ltd. Edition. Only
 black year made.
 Excellant condit.
 asking \$7000, call
 Ed Brindza
 755-5658 Home
 750-0952 Work

Have twin SU
 Carb set-up
 for Triumph
 spitfire, re-
 built. Re-
 built \$200.
 \$250 installed
 Whit Deming
 454-9754
 Tow Bars avail.
 Tom Anderson
 and Lynn
 Lefever.
 Trailer avail.
 Whit Deming.

Club has comprehensive AH engine adjusting procedure, 7 pages,
 copies available upon request, contact Al Noah, 754-1125.