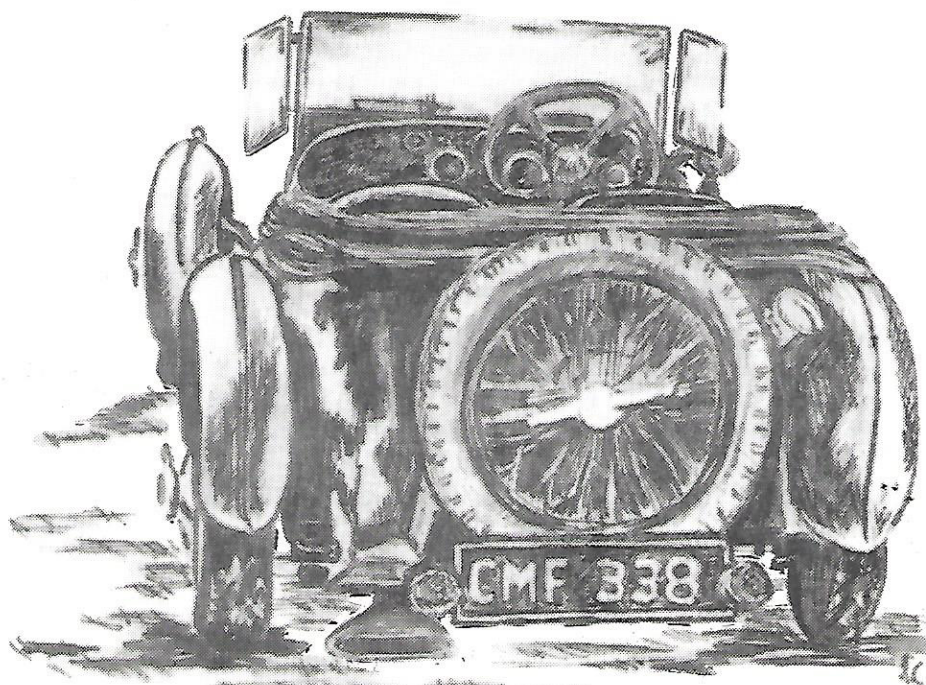


BRITISH SPORTS CAR CLUB OF MEMPHIS

WYRES & TYRES

Spring 1984



WELCOME TO NEW MEMBERS

The British Sports Car Club would like to introduce you to our new members and their credentials. We welcome them, even if some of them did take our trophies at the Valentine Rallye.

Howard & Dotti Ainsworth	72 MGB
E. W. & Bobbie Anderton	72 MGB
Keith Brower	67 MGB
Calvin & Mary Beth Burnett	74 TR6
Chris Cornaghie	72 MGB
Scottie Davis	64 Austin Healey
David & Melodie Edlow	77 MGB
Larry K. Franks	TR6
Ed Hochhauser	76 MGB
Frank & Joy Holloman	60 Austin Healey
Chris & Ilsa Krivcher	74 MGB
Arthur & Sue McCreight	73 MGB
Mike McKinney	73 MGB
Lee & Grace Rutschman	52 MG TD (2) 68 MGC
David & Susan Skelton	70 Lotus
Ted Starr III	72 Spitfire
Ed & Glinda Van Dyke	59 Jag XK 150 72 XKE
Charles Wilson (Bob)	69 MGB

MARQUE LEADER ELECTIONS

Elections for new marque leaders were held at the March meeting of the BSOC. The campaigning was rough, competition was tough, and the battle was fierce. However, out of the rubble arose our new leaders.

Austin Healey	-	Thom Anderson
MG	-	Randy Balough
Triumph	-	Larry Franks
Jaguar	-	Kerry Alexander

Congratulations to all on a victory well won!

TRIUMPH PARQUE VALENTINES RALLYE
by Charles & Lisa Hutchison

The Triumph Valentines Rallye began at 2:00 PM on a blustery February 19th. Twenty-one cars equipped with drivers and navigators gathered to run the course stretching from Audubon Park to the Public Eye at Overton Square. The Rallymasters, Charles and Lisa Hutchison, saw each car and team off in perfect running order. Sports car enthusiasts who had never run a rallye before were first, followed by all the veterans and, lastly, our venerable President, Mad Dog. A few detours along the way helped identify this as a February Rallye - down Cherry Street, into Sherwood Forest, by the Theatre, onto Washington Avenue and by the Valentines at LeBonheur Hospital.

Luckily, very few participants had trouble along the way. Only one car dropped out due to mechanical failure. An unforeseen, forgotten right turn sent several cars on a detour to the Country Club Towers searching for the rare but beautiful Valentine Bushes. But everyone found their way to the Public Eye to toast the end of a fine day and a good time.

The winners of the Rallye were many which attests to the high quality of our membership.

First Place:	Lynn & Priscilla LeFevre	MGB
Second Place:	Keith Brower & friend	MGB
	Calvin & Mary Beth Burnett	TR6
	Roger & Ramona Miller	AH
	Dan & Carole Sheppard	Triumph
Third Place:	Ginger & Roger Barber	Honda
	Ed Hochhauser & Janice Exposito	MGB



Sara & Bob Draga receive "award winning" trophy????

HOW ABOUT A REALLY BIG BSCC RALLYE?

by Skip Padgett

During a recent club meeting I made the comment to Roger Miller, a Republic Airline pilot, wouldn't it be great if we could charter a plane and fly the whole club to England and really see where these cars were made? With that, Roger turned to his wife, Ramona, also a Republic pilot, and asked, "Will they let a DC-9 cross the ocean?" The answer. . . NO, you've got to have at least three engines for commercial trans-Atlantic flight. Nice try Roger, but his parting comment was, "You find the plane and I'll fly it!"

The point is. . . wouldn't it be a neat trip?!!

Thinking about it, we just might be able to make it happen. We've got the pilots, and we've got someone who goes to England nearly every month and who should be able to make contact with some car clubs, lodging establishments, etc. on behalf of the BSCC.

The question arises, do we really want to make it happen?

Do we have anyone in the club who has any airplane rental contacts? When and how long should a trip like this be? Most important, how much would each individual who wants to go be willing to spend for a trip such as this?

We would hope that costs would be very reasonable, handling most of the details ourselves; naturally it would be expected, the more people going the less each person's cost would be.

Since we would be interested as groups in visiting marque dealers, "classic junk yards", clubs, etc. expenses should be minimal. This would be especially true if we were able to get the cooperation of the English clubs in showing us around and guiding us.

In addition, the British pound is now at the lowest it's ever been, at this writing, something under \$1.50, so there may even be a bargain or two.

Another positive point, since Vicki, my wife, is involved in shipping forty foot containers monthly from England to Memphis, we should be able to transport any large bargains purchased back to the states at reasonable rates.

Well, what do you think? Vicki and I are willing to work on the idea if enough of you are interested in the trip. But we need your thoughts and input before we can start. Please, if you're interested, fill out the section below and get it to me A.S.A.P.

THE (maybe) FIRST ANNUAL BSCC REALLY BIG RALLYE QUESTIONNAIRE

Yes, I want to go _____ It's a dumb idea, forget it! _____

One person _____ Husband & Wife _____ Others _____

Best month to go _____, 1984 ____, 1985 ____, 2000 _____

Trip should be: One week ____ Ten days ____ Two weeks ____ Forever ____

For air fare and lodging I could spend \$ _____ per person.

If we go, I'd like to see/visit _____

I can help, give me a call _____

Name _____

Phone _____

British Car Type _____

We'll let you know the response and outcome of our survey at the next meeting or in the newsletter. . . so get your questionnaires back to us and keep your fingers crossed.

Return to: Skip Padgett
P. O. Box 38987
Memphis,
Tennessee 38183
767-3129 (home)

Comments: _____

FLORIDA ROAD TRIP
by Charles Hutchison

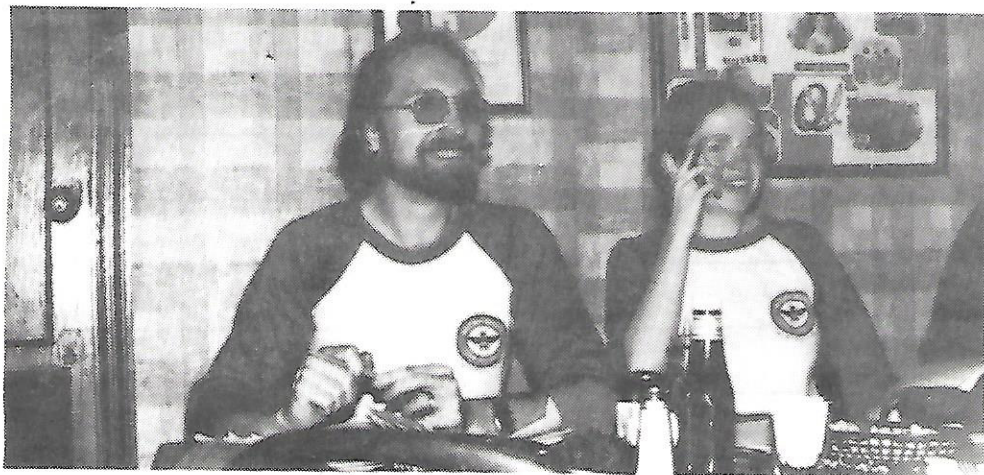
It was February in 1978 when I received a call from my brother asking me if I wanted to go to Fort Lauderdale, Florida the next weekend. So, like any sane person, I jumped at the chance to get away from the cold.

Upon further questioning, I found out that the real reason for going was to pick up a car. He said he was buying a 1967 Triumph TR-4A and it was only \$700.00. The owner swore it was in good condition and had been in storage inside. Well, I had no idea what a TR-4A looked like, but the price was right. So on Friday night, we packed his car with the standard equipment for such a journey (a case of beer, a Themos of coffee, etc., etc.) and off we went.

We arrived in Fort Lauderdale at about 10:30 AM Saturday morning and, after renting a tow bar, went directly to the car. When we arrived at the storage building, we were stunned by the sad sight we saw. The car was inside alright, but it was surrounded by junk boat engines and the car's oil pump was lying in the front seat. After the initial shock wore off, we set about hooking it up to my brother's car.

The owner of the Triumph said he knew someone who would let us sleep at his house until we were ready to leave. The only catch was that we had to meet him at a bar. Well, to make a long story short, we never made it to his house, and left the bar at 6:00 PM that evening. With no sleep and a fresh supply of provisions, we headed north to Jackson.

Since that fateful day in February, the Triumph has been painstakingly repaired and restored to its present condition. And while it has a long way to go before it reaches showroom quality, it's already come a long way baby!!!



Charles and Lisa Hutchison

I GET BY WITH A LITTLE HELP FROM MY FRIENDS
by Steven D. Sheppard

"I found a guy that's got a TR-3 for sale up around Millington. Why don't you ride up and look at it with me?"

That's all Dan (Sheppard) had to say and I was ready to go. Being afflicted with that disease that lies dormant for days at a time, but flares up when ever there is an old sports car going down the street or sitting in someone's back yard or off in the corner of some junk yard, it didn't take a lot of prodding to get me off to look at another car. This time was especially nice because Dan had had his eye out for a TR-3 for some time and the prospect of bringing one into the family was exciting for me also.

We headed back onto this guy's farm, and the disease began to flare. There was the TR-3, a right hand drive MGA, two Austin Healey 3000's, and, there under the carport, a grey primered 1956 Austin Healey 100/4 BN2.

Now I have been a Triumph lover since I got my first one in 1971. That was a 1965 Herald, loaned to me to drive while in college. (By the way, that car has been returned to the original owner and is now a member in high esteem of our club) I have a 1961 Herald that I've been working on for about three years and I've owned two other Triumphs so my allegiance was to Triumphs all the way. But when I saw that Healey sitting there, something happened.

Dan negotiated a deal with the man for the TR-3. It was obvious from their conversation that this man was needing the cash and was ready to deal.

"What will you take for that Healey?" I asked.

"\$6,500.00," he said.

"More than I can spend."

"Well, if you can come up with \$5,000.00 by tomorrow morning, it's yours," he said.

"More than I can spend, thanks anyway."

I couldn't get that car out of my mind and hardly slept all night. First off, I knew I wanted that car. Second, I didn't want the divorce that I knew I would get if I brought home another car! Oh well, maybe I could hide it in the back yard and Molly wouldn't notice it.

At 6:00 AM I was up and on the phone to him.

"Still got the 100/4?"

"Yes, you want it?"

"I'll give you \$2,000.00 cash for it this morning",

I said.

When he got finished laughing he said,

"Thanks for the offer but there's no way that I would sell that car for that price."

"Well, if you change your mind, give me a call."

Well, to make a long morning short, he called, took my offer and I became the happiest man in Memphis. I was the owner of a real classic! I couldn't believe it and what was really great was that unlike all my other sports cars, this one ran! I could actually put the key in and turn it and the engine started. This was well accepted by my wife and, after a promise to get rid of the sports car sitting in the back yard, a divorce was averted.

I decided that a good paint job was next on the list. This is where I started getting the help from my friends. Dan gave me the idea for the two-tone colors from an advertisement in Sports Car Graphics. I showed the picture to Jerry Cofer at Cofer's Body Shop on Madison Avenue.

Jerry was not real excited about painting an old car black.

"It's got to be perfectly smooth or every ripple will show up on that black."

After I begged him for a day to two he agreed to give it a try.

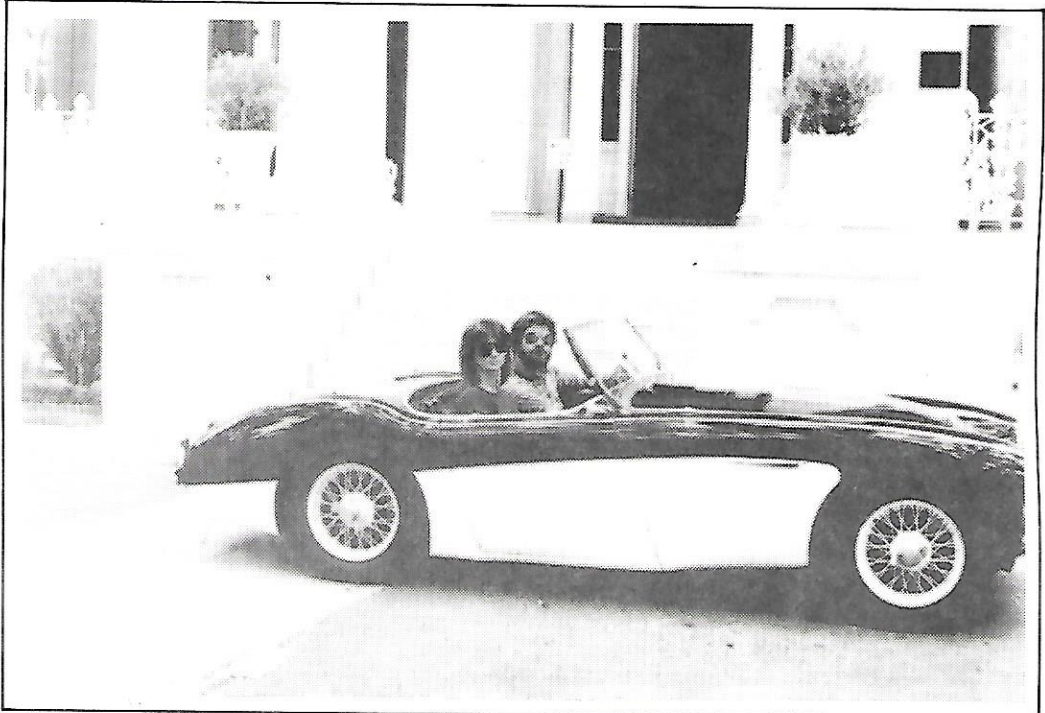
I didn't realize that Jerry was a perfectionist. He hand-sanded that car for days, painted it at least three times because he would see a spot he didn't like. He put coat after coat of clear on it and worked late into the night and on weekends to get it right. (He got it right!)

Next, I went to my friend, Pat Long that owns "Sports Car Tops and Interiors" on Danny Thomas Blvd. Pat rebuilt the seats completely, giving me more padding and support than the standard seats had. He also did all the carpets, door panels, kick pads, and repaired the top. He did a great job and I highly recommend him.

All the chrome work was done by Rodney at Memphis Plating on Madison.

The fine tuning to the engine and the help in making me see how an SU carburetor works was done by Bob Brown.

With a lot of help from friends, we have taken a car that had seen it's better days and transformed it into a real beauty. I am very happy with the outcome and wish to thank the people mentioned above for their help and craftsmanship. (Oh, by the way, the Herald is for sale!)



Molly and Steve Sheppard

TRIP TO ENGLAND

Skip's suggestion is great. Let's not sit on this and let it slip by the way side. Vicki has really been getting a lot of pretty things over there and if anyone wants to spend a couple of hours browsing over great antiques, give her a call. The business is not for retail sales, but we are members of a non-profit organization so we can qualify to look. Memphis Antique Imports is located in the Bellbrook Industrial Park. The number is 396-6517.

LOW OIL PRESSURE = HIGH BLOOD PRESSURE

or

HOW TO REBUILD MY MGB ENGINE

by Hank, Sonya, Steven Snow

We have owned an MGB for seventeen years. Many of those years we were dependent on others for the upkeep of this fine little machine. I say fine machine now, because in the earlier years there were many times Sonya stopped me from taking the little black monster to the Mississippi River and drowning it.

About 5 years ago, Sonya and I decided to attend adult education classes in auto maintenance. This step in ones lives did not qualify us as mechanics, but did give us the first feel of oily, greasy hands and mashed fingers.

First, if you can read, you too can rebuild your own British Motor car. I feel the Haynes Manual on MGB is so complete, anyone can do most of their repairs.

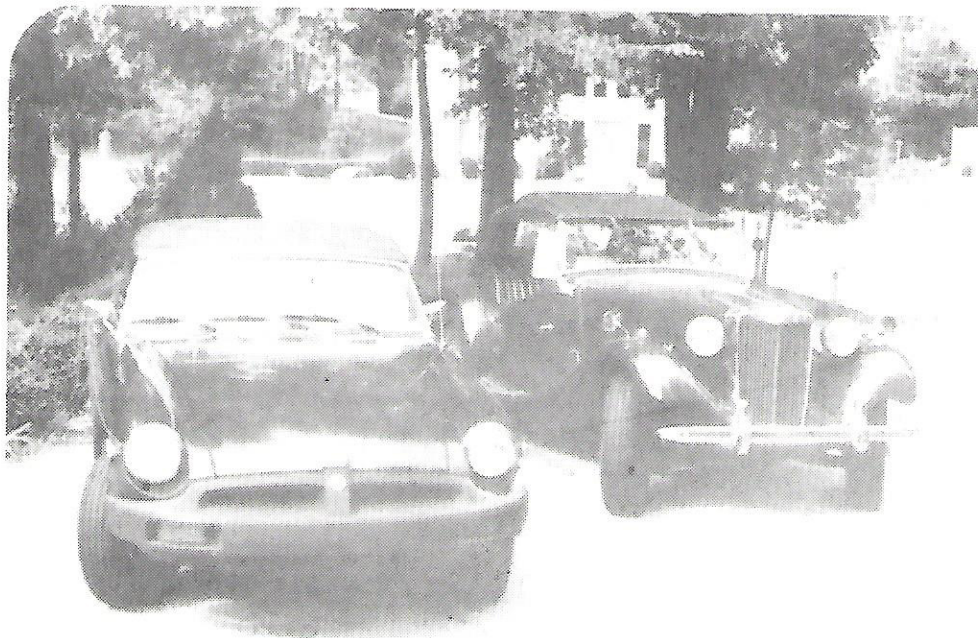
When do you consider doing an engine overhaul?

1. Low oil pressure - very dangerous to allow this problem to continue.
 2. Smoking, excessive oil usage.
- I. Buy a Hayne MGB (or your car model) manual.
 - II. Check the problem you have in the trouble shooting section.
 - a. Now that you have found the engine is to be rebuilt, are you ready to tackle the problem?
 - b. I strongly recommend knowing a mechanic who you can call if problems arise, one that will make house calls.

Following the manual, remove the engine, transmission from the car. Cook book instructions are to be followed to the letter.

Most garages that rebuild MGBs allow the mechanic 32 hours to rebuild your engine. It took us about 60 hours total. I recommend no short cuts. You are building a car to enjoy.

- III. These are necessary if you want to safeguard your engine.
 - a. New oil pump
 - b. New oil bypass cup and spring
 - c. New valve guide. Do not knurl.



Approximate cost of your new MGB engine.

Pistons - 4 - any oversize @ \$25.37		\$ 101.48
Rod bearing set		17.83
Main bearing set		20.21
Timing chain		7.43
Exhaust valve @ \$10.50	If needed	@ 10.50
Intake valve @ \$7.01	If needed	@ 7.01
Exhaust valve guide		@ 1.52
Intake valve guide		@ 1.43
Cam shaft (remanufactured) (exchange)		89.95
Lifters resurfaced	@	2.00
Oil pump		63.02
Top gasket		27.52
Bottom end gasket		17.29
Front oil seal		2.33
Rear crank seal		5.09
Water pump		27.36

If replacing all of above: \$ 476.59

Minimum in overhaul cost: 288.76

Remember, it will perform only as well as you built it.

PROFILE OF A TYPICAL MG-OWNER. . . FROM ENGLAND

by Skip Padgett

Our newest BSCC member may not be able to attend many of our meetings or events, not because she wouldn't like to, but because her home is 5,000 miles away in Bruton, Somerset, England.

Marcia Wood, an export executive and avid MG enthusiast, recently visited Memphis and we had the pleasure of introducing her to the BSCC. Unfortunately, her schedule did not permit her to attend any of our meetings or events but she did manage to go out with the new MG marque leader, Randy Balough, and is looking forward to her next visit.

Marcia lives in the town of Bruton, population; 2,000, which is famous, in part, for its church. Those of you familiar with Washington, D.C. may be aware of the Bruton Church which is an exact copy of the one in her home town.

At 31, Marcia has had a lot of experience with sports cars. To date, she has owned six, 7 if you count the Cooper Mini-J she totaled last year. Her first car was an Austin Healey "frog eyed Sprite". Since then she has owned four 65 and 66 MGB roadsters and now owns a silver 72 MGB GT.

Questioning Marcia about popular sports cars in England, she indicated that the MG was by far the most popular. Second she thought would be the Triumph, since most women prefer the light weight and easy handling of the Spitfire. E-Jags would rate third, but are limited due to high fuel consumption, cost of repairs and their self destructive tendency to rust. Jags in England have the nickname of "rust buckets" which pretty well tells you what the feelings are.

There are Austin Healey clubs but the cars are rarely seen since it seems most left home at an early age. Morris Minors are very popular for collectors and most of the cute little Minis have been sentenced to hard labor either racing or performing stunts at hill climbs.

Discussing MG's and their owners, Marcia indicates that even though they were mass produced, each car seems to have its own personality, hang ups, etc. As a result most British owners name their cars as people, "But," she added, "Like our American counterparts, we sometimes have to use a somewhat stronger name when the vehicle refuses to behave as it knows it should!"

Eighty percent of all British MG's have overdrive transmissions, (which means 80% of those in the salvage yards have them, too) due to the high cost of fuel. Typical mileage with overdrive is 28 MPG; typical cost to fill an MG tank is \$28.00.



The new MG marque leader, Randy Balough, wasted no time in welcoming new member, Marcia Wood. Vicki and Skip Padgett chaperoned. At Chevy's?!?!?!?

Fifty percent of the MG's in England have wire wheels. There are also a number of people who, not wanting to expose their wires to the ravages of winter, change from wire wheels in summer to ralley wheels in winter. WOW!! "You mean they have knock off ralley wheels in England?". . . Sorry, these guys change out the entire hub from knock offs to bolt ons and back again each and every year. Now you know how to keep your wires bright, shiny, and rust free.

And the next time you're in England you should be aware that all MG owners wave or flash their lights at oncoming MG's. I never did get around to asking what they did to let you know you were going into a speed trap, but based on the fact that waving and flashing are already used, it's got to be complicated.

In most English car parks you pay in advance for a minimum of 3 hours parking. MG's leaving early will often give their tickets to entering MG's who then don't have to pay. I'm not real sure I've figured out how this works but it sounded like a nice gesture so I thought I'd pass it on.

According to Marcia, the best and most sought after years for the MGB are 65 and 66. "They were better runners, had more power, and were more dependable than any other years."

Typically, used MGB's can be purchased in England ranging from \$250.00 to \$4,000.00. A recently restored 69 was purchased for approximately \$3,000.

Knowing what the person selling the car is saying in the advert can eliminate a lot of unnecessary running around. Phrases used include:

"In good running order" may mean the car is rusted out but the engine runs.

"Excellent runner, body needs attention" indicates the car is in good mechanical shape and could need little more than new paint.

It seems most serious MG owners feel they have to justify selling their car, so ads fully describing the car, followed by the explanation of the reason for selling are usually the safest bet.

Cars for sale are advertised nationally in a weekly auto trader publication much like our Hemmings Magazine. Marcia is going to send us a copy of this so we can get an idea of what is available if you are interested.



Marcia's '72 MGB-GT - at home in Somerset, England

England has one major MG club with regional and local chapters throughout the country. Hopefully, through Marcia we will get additional information on what they offer, etc. to pass on to other MG members of the BSCC.

Regarding parts, Marcia said that a typical small one acre scrap yard near her town had at least 10 MG's along with lesser numbers of Triumphs Jags, etc. She also indicated, as one would expect, the further from London you are, the better the price is likely to be.

She felt overall, parts were widely available for most of the cars we were interested in but, since she spent little time in scrap yards, she wasn't really up on all the models available.

She did say that in most yards you take your own tools, remove what you want, and that prices are generally low.

We told Marcia about our idea of making a club trip to England and she thought it was great. She said she would do what she could to help in making arrangements and really looks forward to meeting the members of the BSCC.

If you have questions about the U.K., the cars or just want to get to know our first English member better, we invite you to write her. Since you've seen her and her car with this article you might want to send her a photo of you and your car as an introduction.

Marcia Wood
10 Patwell Street
Bruton, Somerset
England BA10 0EQ

MEMBERSHIP RENEWAL

We would like to remind past members that almost half of last year's membership has not paid their dues for 1984. Our budget is very limited as you know, so it will be necessary to drop names from our mailing list of those who do not wish to rejoin.

If your name is circled on the address of this publication, please make arrangements with Lynn LeFevre to get your application and dues in ASAP.

BOTTLES & BLOCKS
anonymous

Ladies, have you been bewildered all these years over his fascination with that array of sheet metal in the garage? To think of all the money invested in parts and tools for that contraption!

If he is like the majority of club members he probably has a tool for every part and a part for every section, not only for his car, but for every member of his marque. If all the men pooled their assortment of miscellaneous items they could construct an original British sports car the size of the Hindenburg hot air balloon.

Not only do they have such a diversity of objects, but the vast sums spent on these tokens . . . think of it! There is enough invested in incidental parts that he could have made a substantial down payment on a six bedroom home in Germantown. Perhaps by tax time next year he can think of an angle to use as a "write off". Maybe with a little persuasion he can convince "Uncle Sam" this is a unique IRA. After all, he certainly will be on Social Security by the time this relic is restored to his individual taste. And to hear his talk. . . what an investment!!

How often have you heard him say what pleasure it gives him to retreat to his sanctuary, where the fragrances of oil and gasoline permeate the air, and tinker with his prize for an hour or two. He's nothing but an overgrown five year old that claims he's building a rocket to the moon. Your man repeatedly says what a sense of accomplishment it gives him to be able to put such a magnificent item together in working order. If that's not the funniest thing! He can't even put a three legged stool together following directions numbered one to four!

To the casual observer, his car is a masterpiece. He claims he single-handedly completed this restoration in record time. I've chuckled to myself as he fabricates his story a little more explicitly at each meeting. The truth is, he had four of his buddies each sit on a fender so he could weld the body to the frame, since it wouldn't fit any other way.

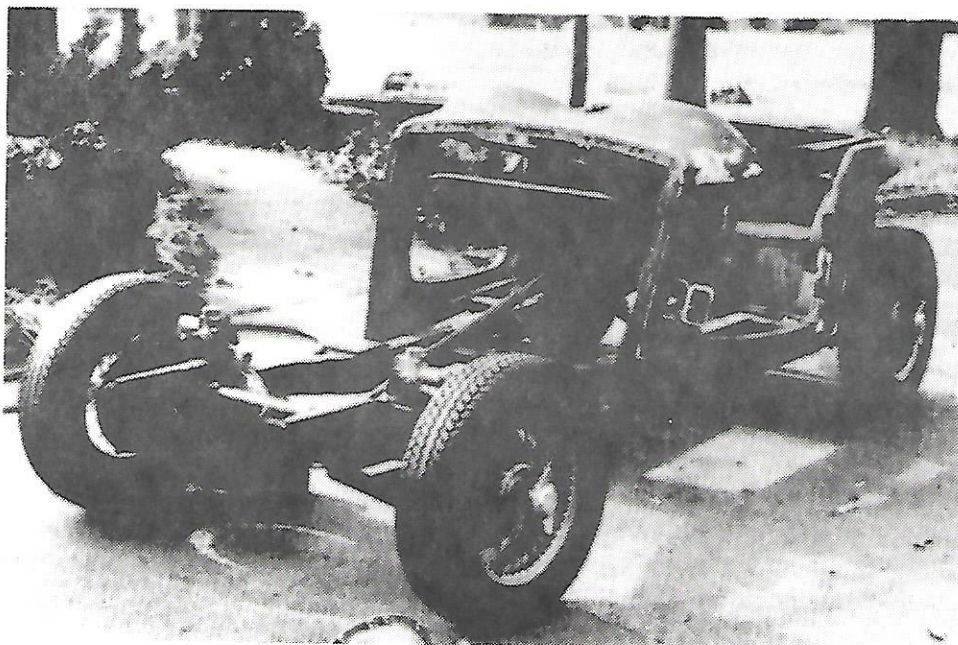
Another of his one man operations was how he got the "Mistress" running after she stalled. I believe it was rush hour traffic in one of those March rainstorms when she died in the middle of the intersection at Poplar and Highland. All his prodding and kicking was to no avail, so he called a friend with a truck to tow him home. The two of them muddled over this temperamental auto for an hour or two before they determined they needed the advice of another club member who professes to be an "Ace" mechanic. It took no longer than thirty seconds after he

arrived before he began rolling up his sleeves to "pull the engine." This did not meet the approval of our original duo so the three of them concurred to get two other buddies in on the case. The credentials for these guys should be in the "Mechanics Hall of Fame". One had an uncle who made a living rewinding engines for eighteen-wheelers and the other had a car, just like the dead one in the garage, a year ago which did the same thing. He never found out what was the problem with his, though, so he sold it for a parts car. Now, according to my calculations we have a total of five Sterling Mosses gathered together in one accord - and that of dismay! Granted, my man is the one who found the bolt missing from the drive shaft, but it was only after the frivolous five had debated over this enigma three nights with bent elbows.

Speaking of bent elbows - this man wouldn't miss a club meeting if the Dallas Cowboy Cheerleaders were scheduled to do a private performance for him in his bedroom. These events are the justification for raising a cold one with another comrade without people thinking he's a grease monkey.

Isn't it incredible ladies, this man hasn't changed a bit since the day of his birth. He wasn't in this world five minutes before he was waving his hands and yelling for a drink. The difference now is where he is and what he wants in his bottle.

Bottles and blocks - from infancy to old age. Give them one or the other (both is better) and they can stay amused until six feet under.



THE KING IS DEAD, LONG LIVE THE KING!

by Allan Carpenter

The March issue of Road and Track tried to define what a sports car is. They had problems doing it, but that's because most of the people who work there still believe that sports cars are being built someplace. We know better, however. The members of this club know that the last sports-cars that were ever built had stopped coming out of England by the middle 70's. (Some will say the late 60's) Nobody makes 'em any more. . . any-place.

That's why we own (or covet) the cars that this club stands for. The T series MG, the original U.S. introductory offer! We look back today and wonder how a rickety, underpowered, drafty, leaky, spindly, 1930's looking automobile with a price tag about as high as a Buick, ever had a chance. (LeFevre may take exception to this description.) Well, maybe it's because your dad drove a 1949 Chevy 4 door fastback sedan that could also carry a thousand pounds of electrical contractor's crap in the trunk, and your uncle (a real sport) had a two-tone Mercury coupe, but what the hell, he had three daughters and they conned him into it. He went right back to another station wagon after one of his daughters creamed the Merc, anyway.

The two-seater! Light and nimble. It had an aura about it. The unobtainable. The impractical. Back in the early 50's, on Long Island in New York State, sports cars actually, really did exist. (As against what you saw on the roads around Vidalia, Georgia and Rapid City, South Dakota) Back then, people who drove sports cars were different. They were either in their late teens, and you automatically hated these guys, or they were in their late forties, and you automatically loved them. They were successful and eccentric. They talked to you about (their) cars! Hell, they even raced them, albeit mostly in a rather gentlemanly way at gymkhanas and small airports.

In the 50's, there also existed a small and very exciting sprinkling of non-MGs, that were called sports cars, too. If the MG's didn't get you all by themselves, then seeing a two-litre, TR-2 blasting around a corner or catching just one little glimpse of a swoop fendered, sexy looking and sounding XK 120 surely would. (Do you remember ever seeing a fifty year old guy, ever driving one of those things without an absolute knock-out real-live doll in the other seat? Never, right!?) And on Long Island you'd even see one of the really rare types like a 166 mm Ferrari Spyder, and on North Shore Boulevard, a Cunningham or two. (Okay, but they were almost British.)

Sorry Road and Track, but you're barking up the wrong tree. Sure, maybe both the Honda CRX and the Mazda RX-7 are wonderful cars, but man, they've got tin tops! That disqualifies them immediately from being sports cars in my book. No, it's got to have wire wheels, a rag top, be almost totally impractical (a pain in the ass to drive when you have to) and an absolute delight when you want to, and 99% of them, that I know about, have Lucas electrics.

That's why we will continue to keep owning, enjoying, improving, and showing off the last of a breed, that they just don't make anymore.

(Congratulations Ace, you wrote a whole article without ever mentioning a Healey!)

4th ANNUAL APRIL FOOL'S RALLYE

1:30 PM - April 1, 1984 (Take note, only on leap year does it occur) We will meet at the Germantown City parking lot. Corner of G-Town Rd. and Farmington Blvd. Teams will be one guy and one gal or points will be deducted from your score. All team members must be licensed drivers and sober.

The MG marque plans to make this the best of all April Fool rallyes and Win Bonner is handicapped for the event. Karen, where are you? Entry fee will be excessive, road maps are allowed, along with phone books and stop watches. Bring sleeping bags, box lunch and whoopee cushions. Capshaw, please bring Laura.

At conclusion of event, there will be awarding of trophies. (Disputes regarding scores will be settled by the rallye master, and if he doesn't like you, boy, are you in real trouble!) Healeys, Triumphs, and Jags can come if they want to ride around the country side. Be sure and bring British flags and, the crazy bunch, be sure and wear your wing head bands.

WYRES & TYRES

This our 3rd, count them, consecutive publication. WE done good! ! ! We are going to sell ads, and now have appointed (we cannot afford salaries) a staff. Your co-editor will have to find a pic of a Lotus for next issue, along with being an ace reporter. Skip and Dan will be cub reporters, and Mistress Mary and Bottles & Blocks will remain anonymous. Vicki (oh, how she was tempted to change the double meanings) is our work horse.

Smile; you will be in the next issue! ! !

POT ROAST

JON GRAHAM has gone to work for Fed-X as mechanic. Heard they made him turn in his hammer and crow bar and gave him a rubber mallet. Didn't know that jet engines have pistons. Something makes them smoke. Keep 'em flying Jon. . . Remember the "Holy Smokes" of Healey fame? KEITH is into real estate and CARP is still polishing, but NOAH has recruited ROBERTS and ANDERSON to form the Dip-Shits. These famed mechanics even make house calls. CHARLIE was really looking for another parts car, and found it. Now it will be up to THOM to convince SCOTTIE on the price.

Now that WIN BONNER has new love in his life we can ask if his "x" got the "B" or did he really have a wreck?. . . Heard GARTS will get the case either way. Want to hear a real good one? Actually saw WIN jacking up car to keep air from leaking from tire. BROTHER LEX gave him this advise.

CAPSHAW will tell you he is best pilot Republic has on payroll. Also, he is in training to become famous doctor. Baby doctor, really! . . . ROGER & GINGER have the best hot chili parties. So hot that the cops heard about it. One gal came in, took one sniff and got hot flash. Did anyone meet her? (She lives in the mid-town Tri Angle)

DAN & CAROLE SHEPPARD have the "In Place" to visit in mid-town. Only trouble is that DAN doubles for the cat eye on eye 40 in the fast lane at 3 AM on way home. . . RALPH DANSBY has really worked hard on meeting places. Poor Red's was his masterpiece!! CAPSHAW had eaten half of LAURA'S meal before he realized they were in separate chairs.

WHITT's 12 prospective Lotus members really do exist. Doc Demere verified the info. The good doctor told me that WHITT has the only trailer and, as all or most of the cars are down most of the time, that WHITT won't share the trailer. Get your car going, WHITT, and share your trailer.

VICKI and MAD DOG got together after the board meeting for a few moments. Seems like MAD DOG (If I am hearing what you are really saying) has published his own version of How To Win Friends and Influence People, but VICKI rejected his autographed free copy. She's waiting for his sequel on "Charm and Grace".

Group of us were down at HADSKEY'S warehouse the other day and heard strange sounds coming from behind some items KITTY is not supposed to know about. Turned out to be ROGER MILLER and HANK SNOW working on their duet "England Swing Like the Pendulum Do".

SHEPPARD has put Ceasar on the payroll as his personal bar tender. Ceasar will not give him the recipe for his famous "Screaming Orgasm".

Has anyone tried to talk with "MIKEY DILL" after he has had his 3rd gin and tonic? It was after his 3rd or 4th that he ordered the Migi that DOUG (pull the engine) BROOKS claims to be a TD.

CHARLIE R has learned his lesson well. In the future he will go to general membership for discussion on any point to be brought before the Executive Board meeting. If any one thinks the general meetings are boring, please come to executive meetings. You won't be able to vote, but what the hell.

KEITH saved his money to buy ready made (horse term from G-Town) award winning Healey by drinking table wine from Officers Club. FREIDA says he's a flirt, but he always goes home with her. . .

Some little quail told me that BOB and SARA DRAGA had the "B" redone in real leather. Looks good but smells kinda funny. Bet it was Connolly.

RANDY BALOUGH wants to thank everyone for helping him find his car after it was stolen. RANDY should have known they would bring it back. Some guys will do anything to get in the running for "award winning" car. Mega-bucks for chrome wire wheels on a replicar. Got him marque leader position, though.

KERRY ALEXANDER (Jag-leader) was used to flying the big wigs at HI, is now delivering packages and letters. Are his bedroom slippers really wing tipped?. . . Heard LYNN LEFEVRE is going to "Chevy's". GINGER taught him some really good moves at the Christmas party. ROGER B caught all the flies that night.

HARRY and BEVERLY ENTWISLE. . . Please come back! After this little roast you can form a committee for retribution. We love ya! ! !



SPIRIT OF COOPERATION
by Keith "C" Macumber
Immediate Past President

Webster's defines a society as; a voluntary association of individuals for common ends; an organized group working together or periodically meeting because of common interests, beliefs, or profession. If I hadn't read the above definition directly from the dictionary, I would have sworn it came from a description of the British Sports Car Club!

Any society or organization is only as good as the active and ongoing participation of its members. Each of us participate for our own personal reasons. Some of us participate more than others. Some of us participate only occasionally. But that's okay as long as we all participate sometime in the meetings and events sponsored by the BSCC. It is the active interchange of ideas, goals, aspirations and ideals of our members that is most important.

Sports cars are incidental to this group of vibrant, attractive, enthusiastic, smart and ambitious members who would seek each other's company and friendship anyway. It is just that our sports cars happen to be the catalyst to make all this happen.

That is why it is so very important that we continue to foster the ideals of a "great society" and pursue a tremendous sense of enjoyment by participating in as many activities and events that we possibly can. For if you take the people out of the club. . . then there is nothing.

No organization has ever failed due to too much participation on behalf of its members. . . but all have failed from too little.

See you at the next event!

WE THE PEOPLE
by Al Noah
Immediate Past, Past President

You are an individual. I am an individual. You and I are different. Your hair may be blond, mine salt and pepper. You like to run, I prefer to walk. We are different, yet we have a lot in common. We enjoy each other. Yes, we're 4 clubs in one. The Healeys couldn't do it alone. We need each other. We compete, we party, we argue, and yes, we differ, but we are one! ! No one individual created this organization. It was a group of "we" people who wanted to ban together for what we are today. May we keep it that way! ! !

UNITY
by Thom Anderson
Immediate Past, Past, Past President

Ditto! ! !

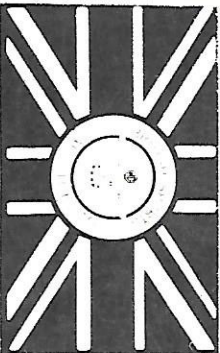
CLASSIFIED ADS

- * 1960 BT7 Parts car for sale - \$200.00 - Call Keith Macumber - Home - 755-1262 and Office 685-0015 (Ed. note: Is this the silver one?)
- * 1966 BJ-8 restored (not frame off) A/H. New paint, interior, dash, top, tires (Colorado red - black interior) \$6950.00 firm. Keith Anderson, 103 Dana, Brandon, Ms. 39042 - Office (601) 932-5450, night (601) 825-9497. (Did not committ to collect calls but give him a try.
- * Remember when Garts advertised his engine and transmission last quarter? He's dropped the price. He will now entertain the idea of letting someone have it if they will store it, love it, and care for it.
- * FOR SALE: @ \$500.00 or best offer - 1967 Sunbeam Alpine (2 door convertible) yellow paint, white top (needs new of both) Complete except for no seats. 1725 cc engine dual Stromberg CA carbs. Does not run. No major dents or rust. Wiring all works. Needs lots of TLC from responsible owner. Contact: Jamie Laybourn at 2959 Egypt Central, Memphis, Tennessee 38128, (901) 353-2018.

WANTS AND GOTS
from Mike Dill

GOTS - MGA - Restorable - \$1,800.00 - Call Mike for additional information.

Mike indicates that all wants/needs have been fulfilled. Bob Wilson, a new member, is singing Mike's praises for the quick and efficient service in the wants department so if you have a want or need by all means contact Mike Dill at 345-2452.



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