



Wyres & Tyres

February 1977

British Sports Car Club of Memphis, Tennessee

New Meeting Sites & More Motoring in England

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New Meeting Location(s)

This month's Club meeting will be at the Lone Star Steakhouse & Saloon, 2551 Mount Moriah. Meet on February 17 at 6:30 p.m. for dinner and fellowship; 7:00 p.m. starts the regular meeting.

The BSCC Board & Membership have elected to rotate the monthly General Membership meetings among a set of about six restaurants. Moving to the Lone Star Steakhouse for this month marks the beginning of the rotation.

While the slate of meeting sites isn't yet finished, we will visit other new spots and some places we've at which we met in the past. Future meetings will be at - the Pig & Whistle, Leonards Barbeque, and Pancho's, with other sites still under consideration.

Triumph Marque Braves Arctic Cold to Visit the Serengeti

Jim Hargis, Triumph Marque Leader, led a small band of hardy BSCC souls on a *virtual* tour of Africa's Serengeti Plain midst the arctic cold that gripped Memphis on Sunday, January 12.

Located in northern Tanzania, the Serengeti is Africa's largest national park and is home to much of the world's last free ranging populations of Wildebeast, Zebra, lions, and antelopes.

The BSCC took a *virtual* visit by thanks to the Pink Palace's I-Max theater. Spectacular aerial photography was combined with extreme high resolution film & a high tech sound system to give a sense of first-hand experience.

You owe it to yourself to visit the I-Max, if you haven't done so. It is time very well spent.

BSCCers repaired from the Serengeti to McAlister's 'Gormet Deli' for drinks, food, & conversation. It was a Sunday afternoon much enjoyed by those frost bitten but stalwart tourists who braved a brisk wind and temperatures colder than 20°. And, the crowd would have been larger if your newsletter editor had gotten word out sooner!

Thanks, and a tip of the fur lined driving cap to Shirley & Jim Hargis for organizing the African journey. It proved a great way to spend a wintery afternoon.

CLUB CALENDAR

Empire Marque Event:
To be
Announced

Board Meeting:
February 13
at John & Carol Poyner's

Membership Meeting:
Lone Star Steakhouse & Saloon
2251 Mt. Moriah
February 17, 1977, 6:30 p.m. for
dinner, meeting at 7:00 p.m.

Wyres & Tyres
British Sports Car Club
of
Memphis, Tennessee

President: Lee Albrecht
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901-755-4486

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Reprise: Motoring in England

by Ken Gregory

It seems to me that there may be Club members who would like to do a tour of England of their own. I've talked to my longtime friend in Luton (just north of London) and he is enthusiastic about the idea. He is semi-retired (in his early 50s), a total motor enthusiast, a stickler for detail, and never stops until the job is done right. I've known him for 25 years and relied on his judgement to purchase three cars for me. He's the kind of person you want to trust your car with.

Here are some things he could do to facilitate your tour -

- 1) Pick up your car at Southampton and store it on his property. British insurance will be required, but he can get that for you.
- 2) Prepare the car for travel and have it ready on your arrival. From Gatwick, it is one hour by train to Luton. From Heathrow, about one hour by bus.
- 3) Prepare an itinerary for you based on your wishes, and make lodging reservations. Plus, he can include a car show, a must!
- 4) Meet you at Luton station and receive you at their home where Isobel (a gourmet cook and Royal Horticulture Artist) might prepare you some fine Bubble & Squeak with Wensleydale cheese on the side.
- 5) Store and return your car to Southampton for the 10 to 12 day sea trip to Norfolk, Jacksonville, or Houston. The Atlantic crossing is about \$650 each way, surprisingly cheap.
- 6) **ALTERNATELY:** Richard could buy you a car, say a good serviceable MGB for \$5,000 (or your choice) and have it ready for your arrival. You'd have a right-hand drive car and save at least the \$650 one-way ferry cost. *Moreover*, you could leave the car with him for *resale*. Richard is a serious haggler, and doubt his

purchase price would be inflated.

You would find the Bartholomew's fee for their time to be nominal.

If anyone wants to know more; i.e., costs of things, customs, car safety, tour stops, etc., call me at **901-286-0712**. I've learned how to do all this 'stuff' over a 25 year period and would like to share it with somebody!

Happy Motoring,
Ken

British Car 'Wallpaper'

Contact Jim Duke if you'd like a copy of either an MG Octagon or a Jaguar Leaping Cat image. In Windows® BMP format, these make colorful 'wallpaper' for any PC running Microsoft Windows®.

NEW BSCC ADDRESS

The BSCC has acquired a Post Office box for Club business. All correspondence should now be directed to:

British Sports Car Club
P.O. Box 384
Cordova, TN 38088-0384

New membership applications have been printed to reflect the new address. And, new postcard size information slips have been created to give to prospective members. Contact any Club officer for a supply of the info forms.

7th Annual New Orleans British Car Day

The British Motoring Club - New Orleans has scheduled their 7th Annual British Car Day for March 22, 1977 at Lafreniere Park in Metairie, LA. Rolls Royce & Bentley are their featured Marques for this year's event.

The host hotel is the Holiday Inn New Orleans I-10 (Exit 225 in Metairie).

For registration, or more information, contact Mike at 504-466-2717, or Bill at 504-288-4019.

Arkansas British Car Swap Meet

The British Motoring Club of Arkansas will hold their inaugural British Car Swap Meet at Maumelle, AR on Saturday, March 29, 1997.

The Meet will be next door to McLeod British Cars, off Exit 142 on I-40 - at the intersection of Highway 365 & Maumelle Blvd.

Starting at 8:00 a.m., the Meet will offer new & used parts, overstock & NOS parts, have out of state vendors, and cars for sale.

Quoting BMCA's 'Bits and Spares', "*Bring your parts, bring your cars, bring your regalia, bring yourself and spend the day finding the parts you need to complete that car.*"

Limited vendor space is still available; a 12'x15' swap space costs \$15, and there will be a 'cars for sale' area at \$15 per space.

Call Ron McLeod at 1-800-352-5816 or 501-851-2640 for more information.

A Negative Approach to a Positive Issue

PDLJMPR Web Magazine

by Norman Nock,
British Car Specialists, Stockton, California
Reprinted with Permission of Author

While strict originality is important to the concours entrant, even most fanatics won't notice that an old British positive-ground car has been converted to negative. The only tell-tale is the battery cables; where they lead to and their size.

If you're using your car as a driver and wish to fit a modern stereo or other accessory that is available only as negative ground, your options are twofold: isolate the negative-ground accessory through a complex system of rubber washers and special fastening arrangements, or simply convert the whole car to negative ground. Conversion is really quite simple.

In general, generator-equipped models were positive ground, and if you're going

further and converting to a modern alternator, you're already one step there.

The first thing to do is to disconnect and remove the battery or batteries from the car. If you have any special positive-ground electronic equipment in the car - which is doubtful - remove it now to have its polarity reversed.

Also, if you've replaced your original SU fuel pump within the last few years, it may be one of the newer designs with a diode across the points in place of a condenser. If so, reverse the diode, or it will expire when power is run through it backwards.

Now, reconnect your battery (or batteries) in reverse of the way they were originally connected. The ground cable that originally went to the (larger) positive battery terminal will now be too large to fit securely on the smaller negative terminal, and vice versa. In this case, fit new cable ends. If you have the old-style Lucas "helmet" connectors, new ones are also available to fit the cables as needed.

The residual magnetism of the field cores in your generator must be reversed, so disconnect the 'D' and 'F' terminal wires from the generator, and temporarily connect a length of wire to the positive terminal of the battery and touch the other end of the wire several times to the small 'F' terminal on the generator. This will repolarize the field windings. Replace the 'D' and 'F' wires to the generator as they were hooked up before.

No polarizing is required for the regulator, but the electricity will now, of course, flow through the points in the opposite direction. If the points are pitted from many years of use they may stick. Either clean them, or replace the regulator.

Most ignition coils will work either way, but you can easily switch the SW (switch) and CB (contact breaker) wires to be sure. High tension coils marked +VE or -VE should have the -VE lead going to the distributor points.

For the ammeter, if fitted, reverse the connections to show the proper readings. Likewise, any permanent magnet motors (radiator fans, wipers, screen washers, etc.) will work properly with just a reversing of the power and ground cables. Otherwise they will run backwards.

Now you're ready to install your new stereo, CB, car phone, alarm, or whatever.

Understeer/Oversteer

How often have you seen the phrase (cliche?) "...the American love affair with the automobile..." in print? It is found in everything from news magazines to history books, surely you've seen it too. While not the same words, a quote from John Steinbeck's 'Cannery Row' carries the same meaning. A poor memory prevents me from offering you an exact quote, but he said something to the effect that American men know more about the needle valve of a Model-T Ford than they do about parts of the female anatomy.

For men 'of a certain age' it was (is?) true. As youths we were captivated by things mechanical. Automobiles embodied the best of our mechanical world — they combined the mystery and glamour of power with the color of attention-grabbing bodywork.

Always overlooked is the American love affairs *in* the automobile. Maybe F. Scott Fitzgerald and '*American Graffiti*' caught some of that love, but it hasn't been a common thread in American letters. Recognized or not, the car offered freedom from the governing pressures of parents and a privacy not available to the youth of years past.

What better guide to insight into how Americans see the car than to follow those wizards from Detroit. While failing to create cars for everyone, they have a keen insight into where the buying public's desire is headed in the short-term. Looking at how Detroit's cars have changed with time can give us a clear glimpse at how we view the automobile.



Last Month's Mystery Car
Triumph 10

David L. Lewis, a historian of the auto industry, has documented the ever

shrinking front and rear seat. Cars were filled with giant sofa-like seats back when we 'men of a certain age' were young. Seats, both front and back invited hip to hip driving, snuggling, and more. The long forgotten Nash once offered a seat that folded into a bed, for those real window steamers of the day.

Some observers claim crime has made young lovers nervous about the lover's lane; others say safety, or seat belt laws have doomed the wide open seats of yore. Not so. Looking back, we can see Detroit heading away from the expansive seats of old long before Ralph Nader or street gangs had influence. The most storied Detroit new-car success was the Mustang, introduced in mid 1964. Starting a trend of Pony Cars soon offered by all U.S. manufacturers, the Ford Mustang came equipped with so-called 'bucket' front seats and a vestigial bench in back.

The Mustang was bought by young American men, a clear vote for divided front seats, and no useful back seat. The trend continues today as ever larger 'consoles' divide not only the seat but the whole car's interior into 'cockpits'. One must ask what lay behind the desire for cramped & separated car interiors?

It seems part of our love for automobiles was based on what we imagined the car-brought freedom would mean for our other loves. We lusted not only for the fast cars and fast lane. We viewed a car as the ultimate Zara Spook. Ensnared in the anonymity of the car, we trolled, but not for bass. What better lure than the cars that made hearts beat faster? And, what promises more heart leaping excitement than the sports racer? The move toward smaller, more spartan interior was Detroit's cheap imitation of the sports racer. They imitated the sports racer because we saw it as the more effective lure.

Steinbeck may have wisely spoken about the extent of American men's knowledge. But, what he didn't say was that through the automobile we sought to broaden our knowledge.

Around the Country

Richmond, Va - May 18, 1997

5th Annual British Car Meet

Call: Jamie Barnhardt

1-800-758-2753

Write: Ken Nachman

9130 West Broad St.

Richmond, VA 23294-5823

New Orleans - March 21-22, 1997

7th Annual British Car Day

Call: Mike

504-466-2717

Maumelle, AR - March 29, 1997

British Car Swap Meet

1-800-352-5816

Member Notes:

Knox & Bonnie Everson received new accolades when the Germantown Arts Alliance recently honored them as 'Patrons of the Arts'. The Arts Alliance presented the medal "To honor persons born to or long serving the Mid-South who have achieved notable and distinguished careers in the Arts and Humanities through vision, dedication and devotion to the highest standards of excellence." Applause, applause!

Club Officers

President	Lee Albrecht	1-601-838-7451
V. President	John Poyner	751-8001
Treasurer	Jack Alexander	753-4375
Recording Secretary	Shirley Hargis	398-3237
Newsletter Editor	Jim Duke	795-0688
Historian	Carolyn Shepard	754-0538
Membership	Ewing Haley	755-4486
A/H Marque	Jim Hofer	278-1565
Competition Marque	Glen Sipe	755-1977
Empire Marque	Aaron Labaw	372-2227
Jaguar Marque	Charles Coleman	754-3240
MG Marque	Tony Marion	757-5512
Motorcycle	Leo Goff	685-6423
Triumph Marque	Jim Hargis	398-3237

Contact Your Club Officers

Pass news and suggestions to your club officers. **Ideas and suggestions for Marque Events and Membership meeting programs are especially welcome.**

Contact your Marque Leader with event ideas.

Contact V.P. J. Poyner with meeeting program suggestions.

Wants & Gots

Got - A friend with several Midgets for sale. Lane Anderson.

901-854-5466. 12/96

Got - MGB ('73B) Radiator, Flywheel, Clutch Disk & Pressure Plate.

Aaron Labaw

901-372-2223 12/96

Got - '74 TR6, White, Good condition, Weber Carbs, Monza exhaust.

Phillip Erstine

901-853-7240 12/96.

Want - A cute, inexpensive Morris Minor. Patti Albrecht

601-838-7451 12/96

Want - Hood for '76 Triumph Spitfire. White preferred.

Robert Hemphill

601-236-3682 11/96

Got - '66 MGB. BRG. International Winner at INDY '96. Asking \$14,000.

Hiram or Carolyn Shepard

901-754-0538 11/96

Got - '60 Morris. Blue, four-door. Original upholstery, low mileage, runs great! Everything works, ready to drive. \$3,500 or let's talk.

William McKnelly

217-428-6043 11/96

Got - English Springer Spaniels. Five Black/White females; Four Liver/White males. AKC. \$300.

Lisa & Robin Balton 1/97

Got - Several sets of (new) competition Spitfire rods. Cheap. Two alloy Spitfire flywheels. Two Spitfire differentials (4:55 & 3:20)

Glen Sipe

901-755-1977 1/97

Got - 1966 MGB-GT. Original with typical rust, and needs restoration. Owned since 1976. Good motor & transmission, wire wheels. Been on blocks four years, was driving before stored.

901-757-9701 1/97

Got - 1974 XKE V-12 Coupe. Two owner car. All records. Warranty plate. \$14,500.

Fred

901-753-5551 1/97

Got - Newly rebuilt 1500cc Spitfire engine. \$600.

Jim Stiles

901-363-7350 2/97

