

Wires & Tyres

March 2005

Issue 5/3

British Sports Car Club, LTD
Memphis, Tennessee



Upcoming Events

March 26th (tentative).....

Jaguar Marque Event:
Return visit to the Rolling J Ranch

April 23rd or 24th (tentative).....

MG Marque Event: April Fool's Rally

May 22nd (tentative).....

Austin Healey Marque Event:
Indy 500 Fish Fry

June 25th or 26th (tentative).....

To be announced

July 24th (tentative).....

Empire Marque Event: Road Trip
to the Tupelo Auto Museum

August 20th or 21st (tentative).....

Motorcycle Marque Event: Garage Crawl

September 10th & 11th

The Germantown Festival Show & Shine

September 30th & October 1st (tentative)

The 22nd Annual Memphis British
Car & Motorcycle Fest

November 13th (tentative).....

Car Show Rally Replay

From the Editor.....

I would like to thank everyone for all the emails. I truly appreciate your comments, stories, jokes, technical ideas, and anything else that you have sent for the newsletter. We still need to get birthday and anniversary dates for our records. I would also like to comment on what a GREAT presentation we had for our February Club Meeting. It was interesting and fun. Donna Wadford was terrific! Keep those emails coming. And always be safe!

Carole Zelten

MARCH BIRTHDAYS

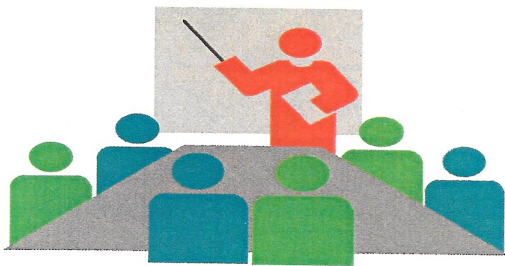
Ewing Haley	3-2
Sandra Marion	3-5
Lisa Tanner	3-8
Jenny Pangle	3-11
Jack Reynolds	3-13
James Sheats	3-22
Jon Buhler	3-27
Joe Reed	3-29
Joe Rubert	3-30

ANNIVERSARIES

Ken & Carole Zelten	3-11
Jerry & Dee Billmeier	3-22



Club Meeting Info



Monthly Club Meeting

Our monthly club membership meeting is held the third Monday of each month. We meet at Colletta's Italian Restaurant on Appling Rd and Hwy 64. The meeting starts at 6:30 P.M. Everyone is encouraged to attend. March's meeting will be held on March 21, 2005.

Sharon's Story Corner 1/26/05

"We were a small group again at Mulan on Wed. Feb. 23, 2005. Sandi, Lisa and friend, MaryAnn and Jill arrived at Mulan and enjoyed lunch and gossip (maybe about no shows). This is a good way for the ladies to have center stage and talk about cars, friends and things to do in the club.

Next month we will go to Elfo in Chickasaw Oak Plaza, time is 11:30 on March 30."

SHARON

2005 Board Members

Officers

PresidentJenny Pangle
Vice President.....Larry Kiehna
Secretary.....Jim Duke
Treasurer/Membership.....Thom Perhac
Historian.....Jack Reynolds

Margue Leaders

MG.....David Kiehna / Charles Lessman
Triump.....Robin Balton
Jaguar.....Jim Ostner
Empire.....Ken Zelten
Austin Healey.....Jim Hofer
Motorcycle.....Leo Goff

Others

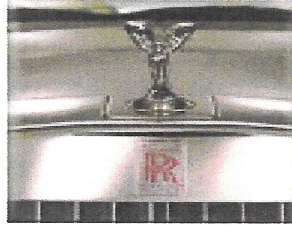
Newsletter.....Carole Zelten
Webmaster.....Joe Reed
Publicity.....Joe Reed / Sharon Duke
Car Show Chairman.....Jim Hofer

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

www.memphisbritishcars.com

Send any articles, cartoons, jokes, photos, tidbits and Wants and Gots to:
Carole Zelten, 5723 Baird Rd., Memphis, TN 38119

Or : Ciesplace@aol.com



Calling all Rolls Royce, Bentley, and other Saloon owners...

As you know the British Sports Car Club represents all British cars and does a very fine job doing so. That having been said, As a Rolls Royce owner I have found very little organization in West Tennessee, of our beautiful saloon vehicles. Bentleys, Rolls Royce, even Jaguar, Morgan and Austin saloons are quite the regal show car, but *can't really* be described as a "sports cars." Subsequently many BIG CAR owners may have felt "out of place" in our meetings, and activities in our club. I am officially inviting all "big car" owners to be a part of our meetings held at Colletta's on the third Monday of every month. We need your input and involvement to help our club grow.

As your Empire (Big Car) Marque Leader, I would like to hear from you as to your interest in becoming a bit more organized in our community of British Car Owners. Many of you have already indicated to me that you would love to become more active, and have expressed your desires to have more resources open to us as owners of these high-dollar, high-maintenance vehicles. Example: To my knowledge, there are only two certified Rolls Royce technicians in the Memphis area. One actually belongs to the club. There may be more that we are not aware of, but if we were able bring more owners together, with knowledge and information, we all win. Please call me with your comments and suggestions at 685-3229. Let's make a statement to the rest of the club, that our saloons have earned a place at the table.

I would like for all saloon owners to be at our monthly meeting April 18th with your car. This will give you time to shine your baby up, and let the entire group see some of the most beautiful British cars ever made. I will be there with my Austin Princess that was used in the Beatles movie "Hard Days Night" Make plans on being a part of BIG CAR night!

Respectfully, Ken Zelten
Empire Marque Leader

Triage

from

"The Combat Edge" in Air Combat Command's Safety Magazine (sent in by Jim Duke)

A decision I made at a traffic accident 11 years ago sealed the fate of two, but saved others. My family and I were approaching a controlled intersection on a four-lane divided highway in a small city in Wisconsin when it happened. A small red sports car, traveling in the opposite direction, had already stopped for a red light when it was hit from behind by an Oldsmobile traveling at 45 to 50 miles per hour. The force of the impact pushed it through the intersection (across four lanes of crossing traffic) and came to rest on the other side of the intersection in the right hand lane, with the Oldsmobile coming to rest about 10 feet behind. The impact crushed the rear of the sports car, rupturing its fuel tank and igniting the fuel that was spilling from it. Thick oily smoke rose from the fireball, and the flames completely engulfed the sports car before it had even rolled to a stop. I immediately pulled my van to the side of the road, put my emergency flashers on, and ran toward the now burning sports car. In the seconds that it took me to exit my vehicle and cover the 40 yards or so to the accident scene, the fire had spread below and around the sports car and had turned the windows black with soot from the

inside. I instinctively reached for the door handle, but the wind switched and I was forced back by the heat and flames. As I was about to make my second attempt, a rubber fuel hose came free from under the vehicle and began to whip back and forth like an angry snake, spitting burning fuel from side to side like a flame thrower. Just as the fuel line broke free, several other drivers arrived offering help, one of them carrying a small fire extinguisher. The "flame thrower" kept us from approaching the sports car, while simultaneously spreading the fire toward the Oldsmobile, setting its engine compartment on fire. The driver's door of the Oldsmobile was jammed closed, and the driver was conscious, but pinned under the steering wheel and began yelling when the flames began to appear from under the hood. The driver with the fire extinguisher pulled the pin on his extinguisher and was about to use it on the now completely engulfed sports car when I made a split-second evaluation of the situation, and stopped him. "Get the Olds, you can't put this out with that" was all I told him. In that split second I determined that the small fire extinguisher would not make a dent in the fire that engulfed the sports car, but it might be enough to fight the fire in the Oldsmobile's engine compartment until the fire department arrived. The small extinguisher didn't put out the fire in the Oldsmobile's compartment, but it did knock it down a bit and kept it from igniting that car's fuel line. Two truckers then arrived on the scene with fire extinguishers and put out the Oldsmobile's fire and kept the fire at bay until the fire department arrived. Once the police and fire departments arrived, we were ushered away from the area while they fought the fire and extracted the Oldsmobile's driver from the car. The sports car had burned so hotly that the aluminum wheels had melted from the suspension and had to be pulled from the asphalt, leaving silver-colored impressions to mark the spot. It has been said that triage is never perfect, democratic, or pleasant but it gives the best outcome. That day, in that situation, I determined that there was nothing I could do to help the driver or passengers in the sports car. I was concerned that it might explode and injure the "rescuers" and wasting the small fire extinguisher on it may have resulted in the fiery death of the Oldsmobile's driver. The other lesson I learned was that a fire extinguisher in your car might not be effective against a catastrophic fire, but it can buy you precious escape time, or put out secondary fires before they can spread out of control.

An internet search for "auto fire extinguishers" returned results for several different disposable and refillable fire extinguishers suitable for automotive use, ranging in price from \$20 to \$80 or more. Prices usually relate to features or the amount of extinguishing agent in the extinguisher and not the extinguisher's capability to put out a fire. Fire extinguishers are rated either A, B, C, or D to describe what class of fire they are intended to be used on. Class A rated extinguishers are used on wood and paper; Class B extinguishers are for flammable liquids; Class C fires are for energized electrical fires, while Class D extinguishers are intended for use against combustible metals. Most automotive extinguishers are rated Class "B and C," as flammable liquids and electrical shortages are typically the causes for automotive fires. Fire extinguishers rated for Class A fires (wood and paper) should not be used on automotive fires as these extinguishers normally use water as their agent and can actually spread a gas or grease fire. A Class A B C rated fire extinguisher will normally contain a dry chemical, halon, or carbon dioxide agent and is suitable for use on automobile fires. To keep a fire extinguisher from becoming an automotive safety hazard, it should be mounted in a secure, readily accessible location to keep it from rolling under the foot pedals or becoming airborne in an accident. Before going out and buying the largest extinguisher available, consider where it can be mounted so that it is accessible from the driver's seat, while not creating blind spots or making it difficult to operate vehicle controls. Avoid purchasing a large extinguisher that can only be carried in your car's trunk as it may not be available to you in an emergency. Like most products, more expensive doesn't necessarily mean a better product. Less expensive disposable extinguishers are available which are just as effective when it comes to saving a life and/or property. Finally, should you ever need to use your fire extinguisher on an automotive fire, or any fire extinguisher to fight a fire, remember the acronym "*PASS.*"

1. Pull the pin on the extinguisher.
2. Aim low. Point the nozzle at the base of the fire.
3. Squeeze the handle.
4. Sweep from side to side across the fire area until the fire is out.



The Lighter Side

Two elderly women were out driving in a large car - both could barely see over the dashboard. As they were cruising along, they came to an intersection. The stoplight was red, but they just went on through.

The woman in the passenger seat thought to herself "I must be losing it. I could have sworn we just went through a red light."

After a few more minutes, they came to another intersection and the light was red again. Again, they went right through. The woman in the passenger seat was almost sure that the light had been red but was really concerned that she was losing it. She was getting nervous. At the next intersection, sure enough, the light was red and they went on through. So, she turned to the other woman and said, "Mildred, did you know that we just ran through three red lights in a row? You could have killed us both!"

Mildred turned to her and said, "Oh, crap, am I driving?"



Mid-Winter Blues

City Run by Jim Duke

On Sunday, Feb. 27th. The Mid-Winter Blues poker run launched fourteen cars, some of questionable British ancestry, engaged on a top-down tour of the Mississippi River bluffs. Stopping occasionally to refresh our growing poker hands, participants traveled some sixty-odd miles before returning safely to the 'hood.

We ended at El Patron Mexican Restaurant on Stage Road in Bartlett. There, over refreshments and an early dinner, we selected our final cards and compared hands. Lisa Balton won the pot with a small straight - 2,3,4,5, and 6! Three participants weren't able to finish - Lynn & Priscilla LeFevre took an early wrong turn and couldn't again hook up with the caravan. Dana Henking had another commitment and bailed out at the half-way point. And, Charles Coleman cautiously headed home ahead of advancing darkness - he still hasn't cured the balky generator /alternator on his E-Type. Other than our early retirees, participants included -Gordon & Tammy Gold in their bright red '66 Sunbeam Tiger; Chris & Maggie Ryan in Maggie's eye-catching '61 Rolls; John & Pat Kovac with their '86 Jaguar XJ6; Matt Williams & his dad in his XJS; Jim & Bunny Hofer in their right-hand drive BJ8; Dennis & Cynthia Sexton in their '81 Mercedes; Walt & Ellie Fisher in their BMW Z3; Chuck Lessman in his shiny MG Midget (Mary was home installing mosaic tile!); Joe Reed driving his Brooklands green '78 MGB and Rob & Lisa Balton's beautiful red MGB. Finally, Sharon & Jim Duke led the tour in Sharon's, Honda CRV.



While working on your British car, some of you may have seen the letters MOWOG etched into various parts. Ever wonder what this meant? After extensive research on the subject, I offer the following findings.

At first glance, it would appear that MOWOG is an acronym, for Morris Wolseley Garages. In actual fact, MOWOG has a much more colorful story than this.

What does MOWOG stand for?

1. Contrary to popular belief MOWOG is NOT the name of the gorilla that overtightens the bolt on the flywheel pulley, or strips the nuts on the front-end. BUT a Mowog is a type of Troll who jumps up and down on the valves to open them! Hence the name on the casting, specially designed to hold a Mowog! He is made of very heavy metal so that his weight will open the valves against the resistance of the valve springs. When your engine is cold, the springs take more effort to open, so the ticking noise you hear is him banging his head on the cover. Unfortunately, they bounce a bit too high if you overrev the engine, which is what the tappity tappity sound is.

This is part one of a continuing story of 9 parts.

PAUL SVOBODA



Ever Wonder.....

Why is it that doctors call what they do "practice"?

Why is the man who invests all your money called a broker?

Why is the time of day with the slowest traffic called rush hour?

Why are they called apartments when they are all stuck together?



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WANTS and GOTS !

WANT:

Early MGB tail light assembly (2)
Jim Duke (901) 428-6905

GOT:

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 car, option overdrive transmission, also have
 various MGB parts
 Glenn Sipe @ 955-1977 or 485-3048

Windshield frame for 75' MGB Midget.
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Anita Ward 383-8054

1955 MG TF 1500. Present owner has owned
 car for 30 years. Rare car, super condition.
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\$18,500.00
 Lynn LeFevre @ (901) 756-1172