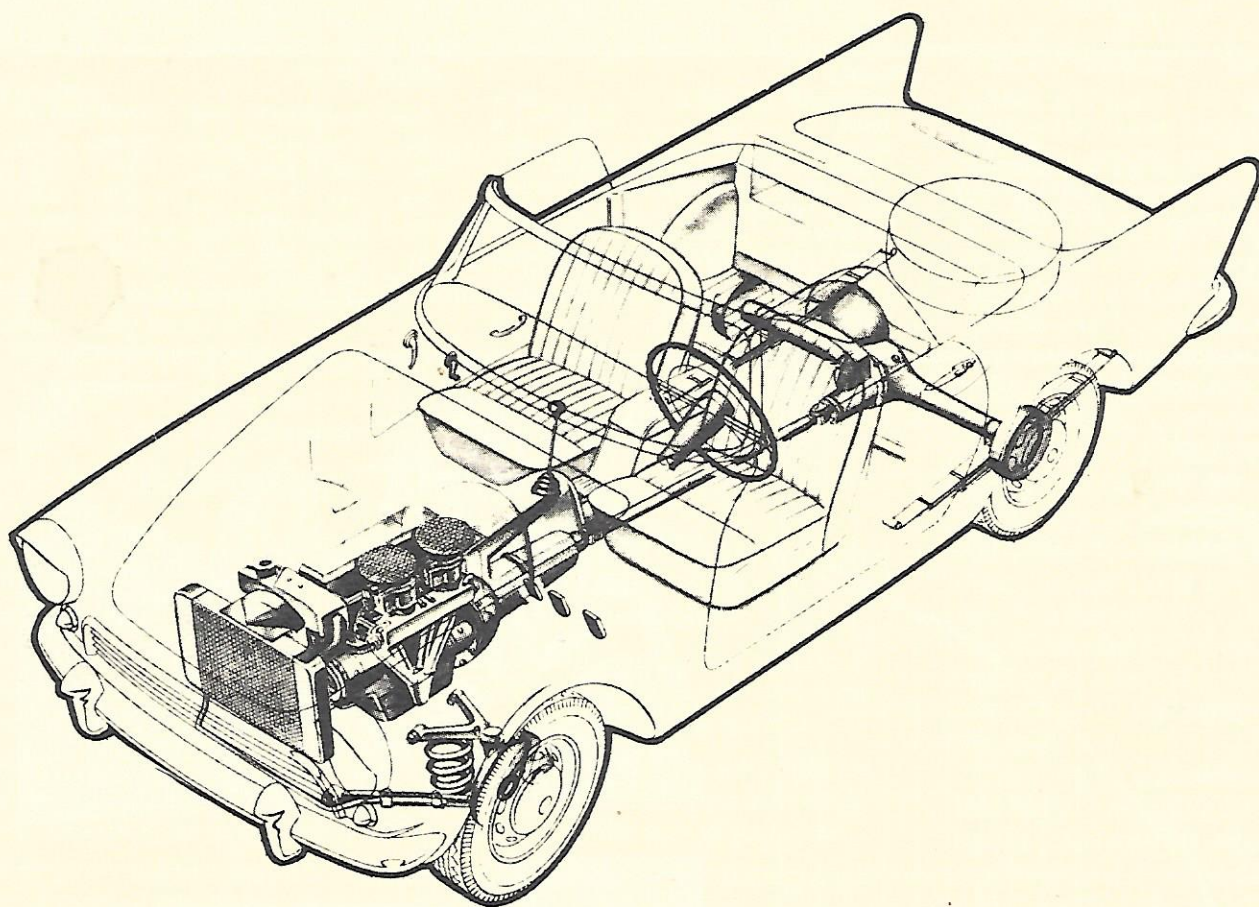


Spring 1983

# Wynes and Tyres



**BRITISH SPORTS CAR CLUB OF MEMPHIS, LTD.**

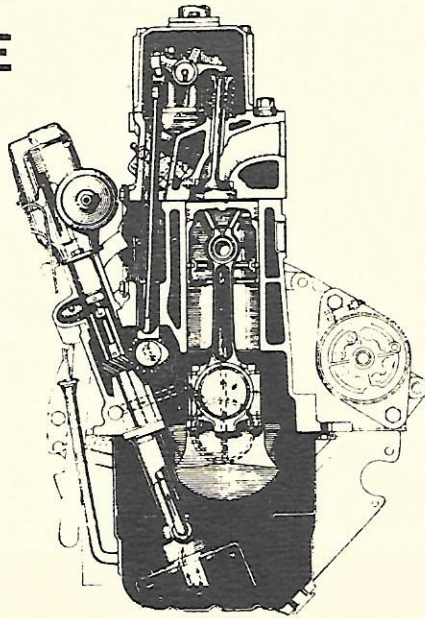


# Road Research Report:

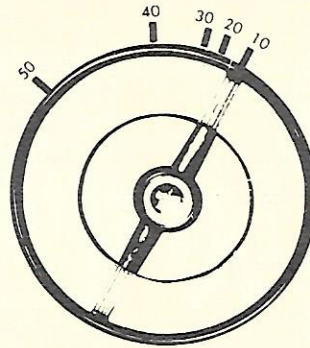
## SUNBEAM ALPINE

Price as tested: \$3000 plus radio  
 Importer: Rootes Motors, Inc.  
 505 Park Ave.  
 New York 22, N. Y.

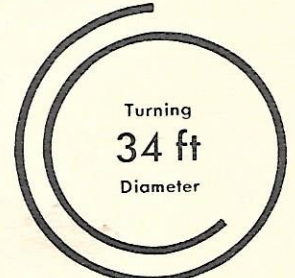
Price as tested: \$3000  
 Displacement: 91 cu in  
 Power (SAE): 83½ bhp  
 Curb Weight: 2220 lbs  
 Swept Braking Area: 295 sq in  
 Weight on Driving Wheels: 51%  
 Wheelbase: 86 in  
 Piston Speed, "corrected": 2700 fpm  
 Speed @ 1000 rpm in Top Gear: 17.2 mph  
 Mileage: 21½ mpg



1/8 SCALE

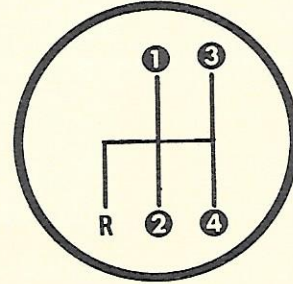


Steering Behavior

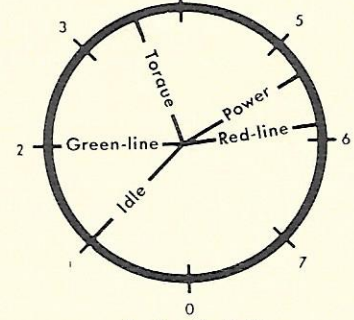


Turning  
**34 ft**  
 Diameter

Turns to Full Lock



Shift Pattern



Engine Flexibility

### ENGINE:

Displacement.....91.2 cu in—1494 cc  
 Dimensions.....Four cyl, 3.11 x 3.00 in  
 Compression Ratio.....9.2 to 1  
 Power (SAE).....83½ bhp @ 5300 rpm  
 Torque.....89½ lbs-ft @ 3600 rpm  
 Usable rpm Range.....2000-5800 rpm  
 Piston Speed  $\sqrt{s/b}$   
 @ rated power.....2700 fpm  
 Fuel Recommended.....Premium  
 Mileage.....19-24 mpg  
 Range.....210-260 miles

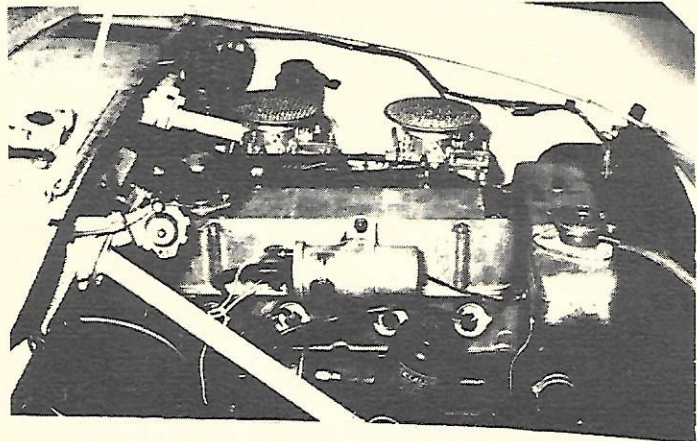
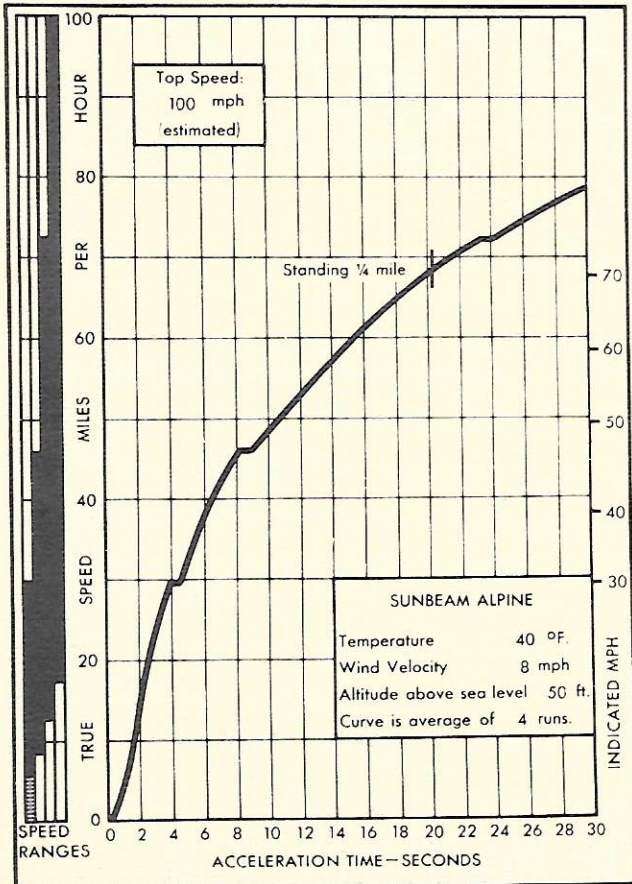
### CHASSIS:

Wheelbase.....86 in  
 Tread, F,R.....48½, 50½ in  
 Length.....1.55 in  
 Suspension: F, ind., wishbones, coils,  
 anti-roll bar, R, rigid axle, leaf springs.  
 Turns to Full Lock.....1%  
 Tire Size.....5.60 x 13  
 Swept Braking Area F, R.....196, 99 sq in  
 Curb Weight (full tank).....2220 lbs  
 Test Weight.....2520 lbs  
 Weight on Driving Wheels.....51%

### DRIVE TRAIN:

Gear	Synchro?	Ratio	Step	Mph per	
				Overall 1000 rpm	1000 rpm
Rev	No	4.23		16.49	4.1
1st	No	3.34	56%	13.01	5.2
2nd	Yes	2.14	54%	8.33	8.0
3rd	Yes	1.39	39%	5.41	12.4
4th	Yes	1.00		3.89	17.2

Final Drive Ratios:  
 3.89 to one, std, 4.22 with 80% overdrive.



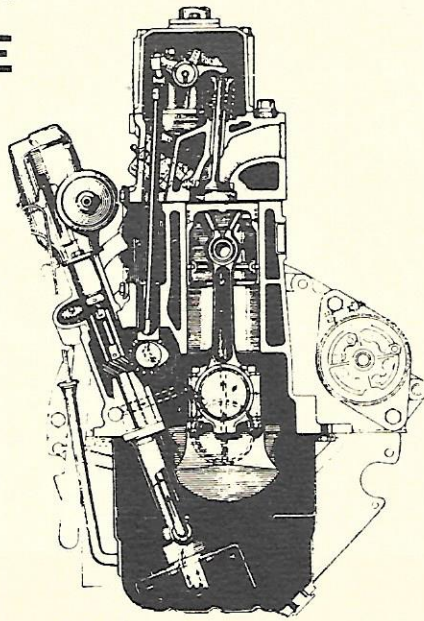


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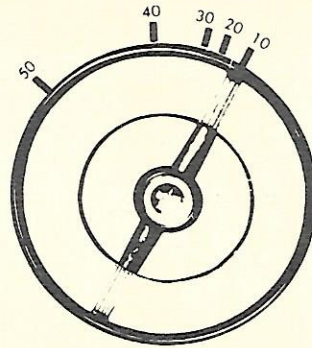
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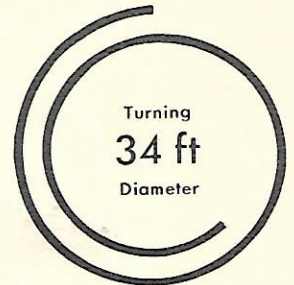
Price as tested \$3000  
 Displacement 91 cu in  
 Power (SAE) 83½ bhp  
 Curb Weight 2220 lbs  
 Swept Braking Area 295 sq in  
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 Speed @ 1000 rpm in Top Gear 17.2 mph  
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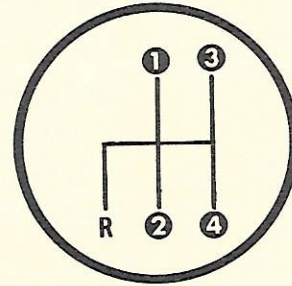


Steering Behavior

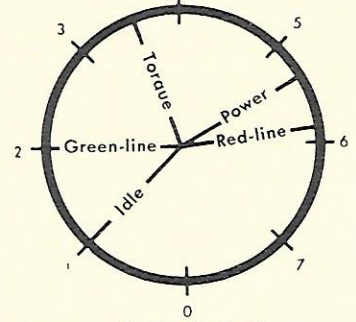


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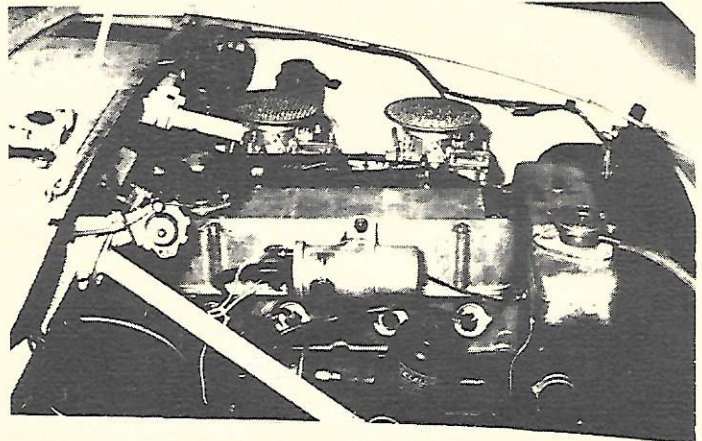
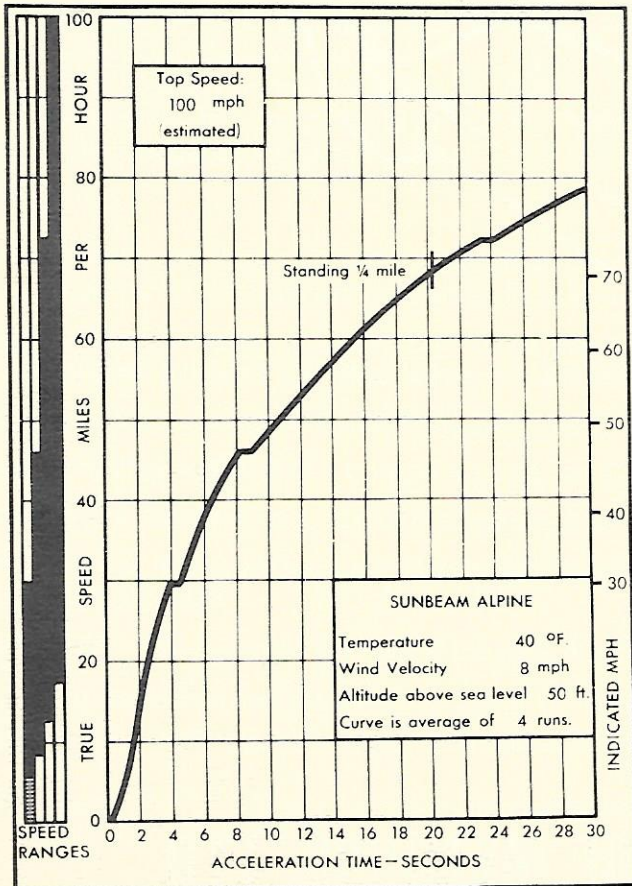
### CHASSIS:

Wheelbase.....86 in  
 Tread, F,R.....48½, 50½ in  
 Length.....155 in  
 Suspension: F, ind., wishbones, coils,  
 anti-roll bar. R, rigid axle, leaf springs.  
 Turns to Full Lock.....1¾  
 Tire Size.....5.60 x 13  
 Swept Braking Area F, R.....196, 99 sq in  
 Curb Weight (full tank).....2220 lbs  
 Test Weight.....2520 lbs  
 Weight on Driving Wheels.....51%

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Final Drive Ratios:  
 3.89 to one, std, 4.22 with 80% overdrive.







## SAFETY FIRST

— by Ginger Barber

The following are a few rules to remember when you are working on your British Sports Car:

- Never work under a lifted car unless it is solidly supported on stands intended for the purpose. Do not support a car on cinder blocks, hollow tires, or other props that may crumble under continuous load. Do not work under a car that is supported solely by a jack.
- If you are going to work under a car on the ground, make sure that the ground is level. Block the wheels to keep the car from rolling. Disconnect the battery ground strap to prevent others from starting the car while you are under it.
- Never run the engine unless the work area is well ventilated. Carbon monoxide kills.
- Tie long hair behind your head. Do not wear a necktie, scarf, loose clothing, or necklace when you work near machine tools or running engines. If your hair, clothing, or jewelry were to get caught, severe injury could result.
- Disconnect the battery ground strap whenever you work on the fuel system or the electrical system. When you work around fuel, do not smoke or work near heaters or other fire hazards. Keep an approved fire extinguisher handy.
- Illuminate your work area adequately but safely. Use a portable safety light for working inside or under the car. Make sure its bulb is enclosed by a wire cage. The hot filament of an accidentally broken bulb can ignite spilled fuel or oil.
- Finger rings should be removed so that they cannot cause electrical shorts, get caught in running machinery, or be crushed by heavy parts.
- Catch draining fuel, oil, or brake fluid in suitable containers. Do not use food or beverage containers that might mislead someone into drinking from them. Store flammable fluids away from fire hazards. Wipe up spills at once, but do not store the oily rags, which can ignite and burn spontaneously.
- Keep sparks, lighted matches, and open flame away from the top of the battery. If hydrogen gas escaping from the cap vents is ignited, it will ignite gas trapped in the cells and cause the battery to explode.
- Always observe good workshop practices. Wear goggles when you operate machine tools or work with battery acid. Gloves or other protective clothing should be worn whenever the job requires it.

## BELLEFONTAINE 1982

On the first rainy weekend in more than four weeks (October 8th), we took an Award Winning Austin Healey from its protected covering and propelled it at record breaking speed toward Bellefontaine, Ohio, over 600 miles to the Northeast!

The swearing of the driver at having to drive in the rain (the first time in seven years the Award Winning Healey had been driven in the rain!) was finally interrupted by the slap, slap, slap of a rear tire without sufficient air supply. Although our flat tire was the only difficulty we encountered throughout our entire 1300 mile trip, we were a little nervous about it occurring only 48 miles down the road. The rain continued, even after a stop for the night in Louisville, Kentucky, until we reached Bellefontaine, where it mysteriously stopped . . . for a while.

After checking into our motel, we registered for the Second Annual Fall Round-up with the Miami Valley Chapter of the Austin Healey Club of America. It didn't take long to feel right at home, as we drank beer and greeted new arrivals from as far away as Canada and Tupelo, Mississippi (Tom Anderson and friend).

The following day a Gymkhana and car judging were scheduled at a local apple orchard. I knew something was wrong when we all (40 cars) prepared to caravan to the orchard and there were only two Healeys with the tops-down . . . ours and one that *had no top*. You guessed it . . . four inches of rain in less than an hour and we were right in the middle of it. What a way to introduce an Award Winning Healey to the rain!

The judging was actually held later that day at a motel, with our car taking fourth place overall. Needless to say, we were quite pleased with that. Tom and friend got the award for farthest away. A lot of recognition for the Memphis folks.

The following day was sunny and warm which made the trip back very pleasant.

We highly recommend any and all members to take advantage of these area meets for your particular marque. You will never have more fun or meet a nicer class of people.

Keith & Becky Macumber



## JUNKETS

Many of our club members speak fondly of the joy of driving classic sports cars. I look forward to the day that I can say that, too, but right now, membership in the club is valuable to me as a source of information, parts, and, most of all, encouragement. It can be frustrating rebuilding a junk car without enough parts, money, or knowledge. Luckily, our club abounds in knowledge, parts, and money-saving tips, and I feel like a waif in from the cold.

Recently, the inimitable Lex Bonner and I cranked up my money-hole '63 MGB and went Northeast in search of parts. This was after I had exhausted most of the Memphis junkyards (as well as my bank account.) As we drove topless through the rain, I began to realize just how far away Covington is, and how uncertain Lex's "shortcut" was. We arrived at Harmon's Foreign Cars, just this side of despair (and Covington) 26 miles out on Highway 14 (Austin Peay).

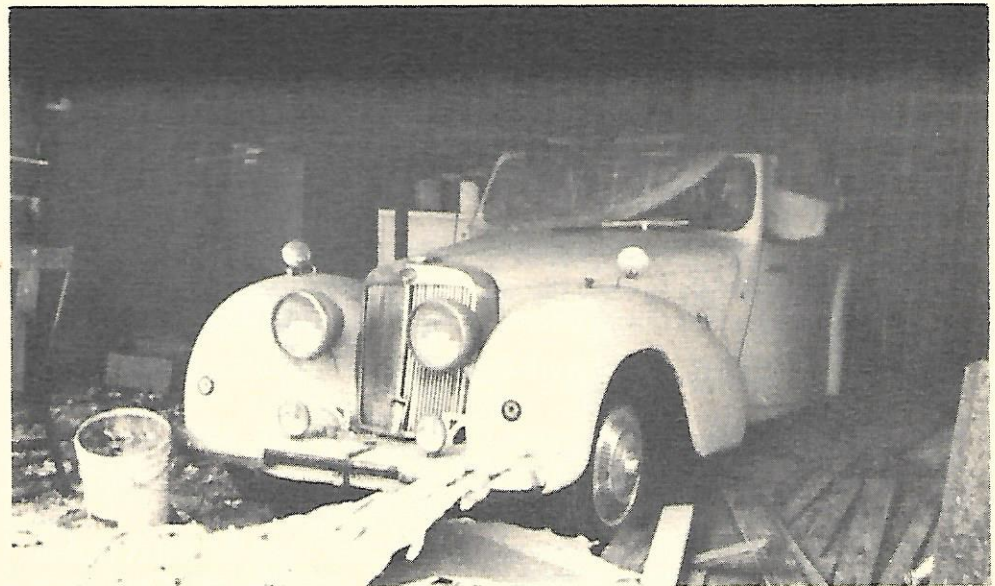
Mr. Harmon has been saving up old British cars for about 18 years, and it shows. His lot is covered, not with the late model Volkswagens and Toyotas you'd expect, but with Healeys, Triumphs, Rovers, MG's, and other classics. These cars have not been badly stripped or vandalized, partly due to Harmon's policy of removing the parts himself. Don't expect to go into his lot with a set of tools and a bushel basket. Lex and I walked along with him and listened to stories about how he acquired this car or that, and pointers about the unique features of some models. The pace was slow and easy, and Harmon seemed more like a curator than a salesman.

Major parts, such as engines and transmissions, some electrical gear, and vinyl tops and tonneaus are kept in a large shed, organized in a way that only the proprietor understands. Most parts are guaranteed, but don't expect a lot of "lawyer paper", computers, or even a cash register. The business is operated out of Mr. Harmon's hip pocket in an informal friendly way.

Unfortunately, there are a few other things you won't find at Harmon's. Jaguars are conspicuously absent



*It's Here — Someplace!*



*Harmon's TR-A — Lady in Distress.*



*Forlorn — But Rebuildable.*





*Lex with the Catch of the Day.*



## **MG-T MEET —FAYETTEVILLE, ARKANSAS**

On the weekend of October 22, Priscilla and I had the opportunity and pleasure to attend an MG-T Meet sponsored by the Tulsa, Oklahoma group. It was held at the newly renovated Mountain Inn in Fayetteville, Arkansas—really a beautiful place with covered parking for the cars.

With full cooperation from the Weatherman—cool, crisp days with Sugar Maples in full color—forty-two enthusiasts attended. From Tulsa and Oklahoma City five TF's, four TD's, two

TC's and a superb air-conditioned 73 B roadster made the trip through Devil's Den State Park's rugged mountain roads. It was a hardy group, leaving home in thirty-degree weather.

The highlight of our Saturday morning drive to Eureka Springs was meeting eighty-nine Corvettes touring together. How about that for a good turnout!

After meeting for drinks on Saturday afternoon at the hotel's heated pool and hot tub, we went to see half of

from the yard, as are Diamlers, Rolls Royces, Citroens, Porche's, and other such wierd cars. However, he does have a Panhard in case anyone's interested. If you're real good, he might even show you his TR-A, although it is definitely not for sale.

After a couple of hours walking through the yard, Lex and I felt like treasure hunters. Our bounty consisted of a tonneau, boot, speedometer, oil/water gage, tool bag, and lots of small finishing pieces for our MGB's. Scattered throughout the lot were many unique cars that were definitely rebuildable. I came perilously close to making an offer more than once. Maybe after I finish the MG and the Bugeye restorations I can get that MGA coupe in the back row.

If you need used parts, or just want to see cars you didn't think existed anymore, you might want to drive out to Harmon's. He's open 8-5 weekdays and Saturday mornings. Heck, you might just enjoy the ride — if it's not raining.

— by Ken Stewart

Dr. Hayes' collection of excellent MG's—two MGA Twin-Cams (a coupe and a roadster with 8500 actual miles), a TF-1500, a TD, a TC, and an M-Type. We also saw Cadillacs, Packards, Chryslers, a Bantam roadster, Buicks, and Rolls-Royces from his collection.

On Sunday morning we toured to Dick Seddon's ranch to see his Arabian horses, his Ferrari, and his famous R-2 "Flying Shingle". It is a one-of-a-kind MG, raced in the mid-fifties, featured in the October 1979 *Sacred Octagon*. We saw a recently restored extended TD with a custom British body. There were also a '67 XKE roadster and several Porsches around for the Funkhanna which began about noon.

The New England MG-T Register sponsors a "Gathering of the Faithful" (GOF) each Spring and Fall. Numerous mini-GOF's are held by local groups throughout the country. There are plans in the mill for a mini-GOF in Hot Springs, Arkansas next fall if we can get the cooperation of a few clubs—Tulsa, Oklahoma City, Osceola, Nashville, Jackson, Ms., and New Orleans. Hope this can be organized and we can all meet there.

Lynn LeFevre

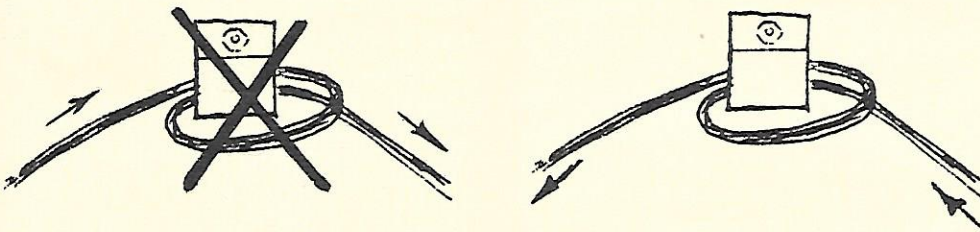


## CONVERTING A POSITIVE GROUND SYSTEM TO NEGATIVE GROUND

Prior to 1970, most British cars had positive ground electrical systems. American built cars had abandoned this practice twenty years previously. This makes the addition of a recently built car stereo impossible unless a voltage inverter is added to the electrical system. The drawback of the inverter is the electrical surge safety compensation, which cuts off the radio momentarily when a sharp change in voltage occurs (i.e., when lights are turned on or the brakes are applied).

The alternative is to convert the positive ground system to negative ground. Below is the procedure for such a changeover:

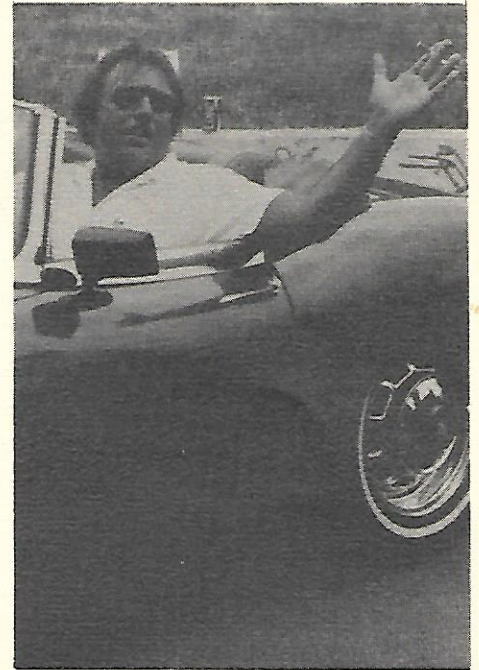
- A. Have a fire extinguisher handy.
- B. The battery cables (or at least the ends) must be changed to proper sizes to fit the terminals on the battery.
- C. Reverse the ammeter leads.
- D. Repolarize the generator.
  1. Reconnect battery(ies) to negative ground.
  2. Disconnect the generator leads.
  3. Take a 14 gauge wire long enough to be connected between the generator and a "hot" (positive) wire connection. If the battery is not near the generator the "hot" side of the starter solenoid is ideal.
  4. With one end of the wire connected to a positive source, flash the unconnected end of the wire several times against the smaller (field) post of the generator.
  5. Remove the wire, reconnect the generator leads, and you are finished.
- E. If the car has an electrical tachometer, follow the procedures listed below:
  1. Remove tach from car. Leave the ignition warning light, unit illuminating light and loop attached to the vehicle wiring harness.
  2. Twist the chrome bezel from the front and remove the glass and inner support ring.
  3. At the rear of the case identify the two small bolts that hold the instrument in the case. There are 4 bolts visible. Only unscrew the two mentioned.
  4. Slowly allow the mechanism to come out of the case into the palm of your hand. Rest the complete movement, face down, on the inner support ring.
  5. Identify the main live feed spade terminal standing up at the rear. Carefully unsolder the stiff piece of wire that goes from this terminal to the internal resistor, at the terminal end.
  6. As you look at the live feed terminal, one-quarter inch to its left, internally, identify the ground terminal. Carefully unsolder the flexible wire at the ground terminal.
  7. Now solder the stiff wire to the ground terminal, then the flexible wire to the live feed spade terminal.
  8. Replace unit in its case and with a black crayon or pencil, obliterate the words "positive earth". Replace glass, etc., in reverse order and presto — a negative earth tachometer in about 10 minutes for free!
  9. Adjust the wire loop that feeds the pulses to the tachometer so that the wire now feeds in the opposite direction.



*Transpose wires in order that tach feeds on opposite pulses.*

Some automotive electricians believe that a positive ground electrical system yields a better spark yet I have done this procedure myself and have found no difference in power or spark plug life.

— by Lex Bonner (with help from Peter Laidler, Abingdon, England)



Maddog Brown

## JAGUAR REMARQUES

Remarque-able!! describes the increase in Jag owner members in 1982. When the year began you never saw a Jag at any of the meetings or rallies. The club roster listed XKE's, XK-120's, etc., but they were always "being restored" according to their owners.

So I knew that when I attended the activities I shouldn't expect any "show & tell" dialogue from a Jag owner. This is no longer true, however. Due to much effort in a membership drive the club now has Jag owners that come to meetings, rallies, and even as hosts of events, i.e., The Oktoberfest.

Now that the summer of '83 approaches, you Jag owners should be thinking of how to take the heat out of that DOHC six or twelve. Start with a food flushing of your coolant and lubricant systems. Check the belts and hoses and blast off any accumulated dirt and grease on the pan/sump. Check that your radiator doesn't allow air to bypass its intended path, i.e. thru the cooling area. Be sure the thermostat does work. If you have electric fans that are controlled by an "otter" switch check its operation. If you don't know what, where, or how an otter switch works, you now have a good reason to seek out Jon Graham. Jon is the Jaguar marque leader now and knows Jags from bonnet to boot.





## A NEW OWNER'S ADVENTURE IN AN OLD HEALEY

— By Allen Carpenter

Remember when red cars were really red? Not the anemic, bland, grey-brown red that they spray on cars today! Back in the 60's red was RED! Bright blood-red with just a notch toward orange. Anyway, my first sports car was a beautiful little red '68 124 Fiat Spyder and I loved it. After the fire (I don't even want to talk about that) I sent it off to a highly recommended butcher for an engine compartment rewire. It had been rotting in his back lot for three months "waiting on parts", and in one more month I'd be forty, and it was spring, and I needed a quick fix.

After a day or two of careful consideration of precisely the correct marque required (An XK140 would be nice. A good 120 would be okay. I always liked Triumph's TR3. A TR2 would have worked.) I bought the first car I looked at, and it just happened to be a 1966 Healey 3000. Again, after making careful arrangements for proper financing (that means I got a loan from the closest bank and Jane writes a check every month), I immediately started to show (it) off. No mechanical checking first, mind you. It sounded good, nothing fell off (immediately) and I know I have an excellent intuitive sense about things mechanical anyway, so I took off on my first outing, an almost disastrously long 60 mile trip from my house (and my garage, jackstands, tools and privacy). At the apex of my journey, I

negotiated a rather spirited 3 point turn and during point 2 (you remember, the backing up part?) a strange loud grating-whirring noise called my attention to a probable problem somewhere in the vicinity of the left rear corner.

My assumptions proved correct after slugging the knock-off a few times and getting a full turn tightening same. The splines were (hopefully just a little) worn. I made it home and removed the offending wheel. Yep, the top of the splines, hub and wheel, were disconcertingly flat. Okay, put the wheel back on and turn it. You know, that despite your fervent wishes it doesn't get well, or any better magically by

itself, so why do you try? Always do, and it always stays broke.

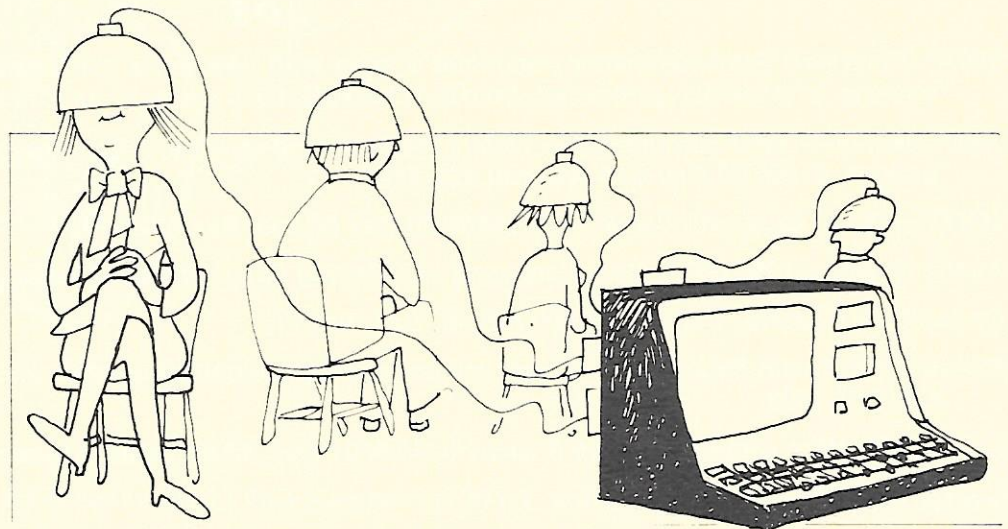
But back to my wheel. Check the spare. It's not a radial tire like the others, and it has obviously been on the left rear hub too long already. It's worse than the other.

Okay now what? I don't have any spare wheels or splined hubs lying around, I've only owned this little critter for a week. I didn't know where the weak links were (didn't want to know either). So wadayado? Shim up the splines. There's still some left, only the top part is gone anyway and I just need to match up what's left! How do you shim up splined hubs? At this point, I didn't even know that they were called splines.

Okay, shim'em up. Look around the work room. Ah-ha there's my answer! Tried and true, the universal fix-all: Masking tape. Okay, my unbelieving reader, scoff, laugh, but it ran just fine for five months until I finally got around to the correct fix.

So make sure that you have in the trunk of your trusty (?) British Sports Car, in addition to the pint of Castrol brake fluid (not K-Mart's special, Garts) and the aerosol can of starting fluid, the normal assortment of hoses, belts, screwdrivers and wrenches, throw in a 59¢ roll of masking tape. It will keep you from spending another \$150.00 on your gem for longer than you ever thought possible.

P.S. This fix is not recommended for Auto-Crossers.



## Wyres and Tyres needs your help!

Ideas and articles for publication will get you a by-line, the appreciation of your peers, and a nice warm feeling.





## THE BUILDING OF A 'B'

Ken Stewart

Just before Christmas last year, I mentioned to my wife that I really wanted an old British sports car, but, regrettably, couldn't afford one. "Why don't you buy an old junker and restore it?" she said. Nevermind that it had been 10 years since I was a mechanic (and then only on diesel trucks) and that I didn't have so much as a carport to work under. Nevermind that I had no experience in locating parts or judging what fair prices might be. All I could focus on was an image of top-down exhilaration and that I just *might* be able to achieve it.

Unfortunately, all I could find to fit my meager budget was a '63 MGB "in a

basket." The car was in one big piece and lots of little ones, with (I found out later) a good many parts missing. As I tetered on the edge of deciding whether to undertake such a challenge, the guy told me he would throw in a '60 Bugeye Sprite (also in a basket). Always a sucker for a bargain, I exerted what is in drama called "a temporary suspension of disbelief" and took the plunge.

I hauled the Bugeye home on a trailer, behind my Award Winning Chevy, and made three more trips for the loose parts. The MG, being larger, had to be towed. And so, with no windshield or top or lights, we towed that car, brakes leaking all the way,

about 35 miles through a nasty mixture of rain and snow on Christmas Eve (Ho, Ho, Ho).

After enclosing my patio, and several visits to the Chiropractor, restoration began in earnest. A careful inventory revealed that I had a large, mixed pile of Sprite, MG, and TR4 parts, but not enough for any one car to make much progress. Little by little I began to locate sources for parts and assemble the MG. It's been strictly hurry up and wait for parts. I've scrounged, sorted, salvaged, fabricated, and bought parts from one end of the country to the other, and now the car runs (badly), drives (roughly), and has a good paint job (but isn't upholstered).

In the foolish hope that I can fix (or get Jon Graham to fix) enough of these problems, I have entered my MG in the Memphis in May Show. Its been long and expensive (for a cheapskate like me) project, and I'm *almost* convinced it might have been worth the effort. Now to start on the Bugeye. . . .

Wyres and Tyres is published more or less quarterly by the British Sports Car Club, Ltd. Subscription is free to members, and negotiable for all others. Opinions expressed in Wyres and Tyres are those of the authors and editors and do not necessarily reflect those of BSCC. Comments and suggestions should be addressed to Ken Stewart, 3724 Village Oak Cove, Memphis, Tennessee 38118. Please keep complaints to yourself.

Editor: Ken Stewart

In Charge of Production: Ginger Barber

Creative Consultant: Lex Bonner

## ADS

**MGA**—Parts car. Previous owner machined engine with new parts still disassembled. Trim and chrome pieces missing for possible restoration. Sold as is for \$650.00 or will part out for half of retail. Call Lex Bonner 686-1808

**Nash Healey** — 1952-Unrestored — Needs the following: engine, transmission, rear end, trim pieces, interior and gauges. \$1800.00 Call Bob Wescott 323-5127

**MGTD**—1952—Blue with Black Trim. \$9500.00 Call Charlie Ryan 726-1132

**Austin Healey**—1960 BT7—Complete parts car. Parting out. Call Keith Macumber Home: 755-1262 Office 685-0015

Generators, Starters, and Alternators rebuilt. Call Rick Fry.

Needed: For Austin Healey BJ8—Lower left door hinge, chrome stick shift, and head light adjustment screws. Call 767-1333

1973 MGB—Wire wheels, new top & carpets, 60,000 miles. \$2,500. Call Rodney King 794-0856

Two 1961 MGA's — need restoration. \$2000 for the pair. Call Charles Plesofsky, 682-5579.

Wanted: 1963-1973 MGB Roadster — Good or better condition. Call Randy Balogh, 327-5572.

1959 Austin Healey 100-6 — Parts Car. Parts interchangeable with all Healey 100-6 and 3000 roadsters from 1957 thru 1962. \$395. Call Wirt Harlan, 755-2675.