

WYRES AND TYRES



PUBLISHED FOR BRITISH CAR ENTHUSIASTS BY THE BRITISH SPORTS CAR CLUB OF MEMPHIS LTD.

BY JOHN HENRY
EDITOR

BY NIGEL SMYTHE-PINKFORD
THIRD ASSISTANT TO THE EDITOR

OVERSTEER/UNDERSTEER

British Car Season is just around the corner. I have already started scanning the different publications in order to start planning which events I'm going to attend this year. A few I'll probably return to and a few I won't. Hopefully this will be the year I'm going to make it to Armagh, PA. Every year I plan on going to the Roadster Factory Summer Party and every year something comes up to prevent me from making it. If you have been missing out on some of the national British car events you are really missing out. Driving around town with the top down is alright, but if you really want to enjoy the British car experience you have to hit the road. These cars were designed for the open road, not stoplight to stoplight or tucked away in a closed garage. Some of the best trips I every went on, were in a British car. I drove my MGB throughout the West, Colorado, New Mexico, Arizona, Kansas and clear across Texas. Probably the highlight of that trip was cruising up Mount Evans, near Evergreen, Colorado, one of the highest highways in the U.S.A. I'll never forget that long climb, the B never missed a lick as she climbed the long high highway. As the air began to thin out, the Jap and homeboy cars began to lose power, not the MG it cruised to the top just like it was running at sea level. You should have seen the looks on some of those folks faces as we blew by them in their high tech autos sputtering and coughing. One of these days I'm going to have to repeat that journey. One of these days. ■

THE MYSTERY MARQUE EVENT IN PREPARATION? I THINK? MAYBE? MAYBE NOT.

This is going to be kind of a fill in the blank type month usually the Marque planning the monthly event writes an article and sends it in to the Wyres and Tyres office. But as of this writing we have not received anything and as busy as we are these days here at the newsletter office we just do not have the time to chase down every story. So we will just have to fill in the blanks at a later date.

The _____ Marque is in the process of planning the March club event. The event will take place _____ and we will all meet at _____ at around _____. If the weather permits will should have a lot of fun as we _____ around in

our cars. We have been planning this event since _____ and we have really put a lot of thought into it.

We have discovered a new location we haven't been to as a club before and the roads out there run through a hilly, rolling terrain which should prove to be quite challenging. So everyone bring your favorite _____ and warm that engine oil up in preparation for a day on the roads heading to _____ just south of _____ where we should have a really _____. Now, if you have any questions concerning the event just call _____ or watch your mail box for all the correct words in order to fill in the blanks. ■

FEBRUARY TRIUMPH EVENT
BY BILL CRAVENS

TRIUMPH MARQUE STRIKES AGAIN.

The Triumph Marque headed up by Lane Purser had an event Saturday, February 27th and it was some good old fashion fun. The get together met at Germantown Village Square Mall and there was good representation of all the Marques. Since it was a bit cool it was surprising how many British Car Nuts actually showed up. Since I can't count on frozen fingers I never got a count of actual cars but it was probably around 12. I guess Cabin Fever was starting to set in so we had a good

bunch firing up their British Iron. Also before I forget it, we had an excellent showing of new members.

We headed out at about 11:30 for Mason, Tennessee and we for sure took the long way. There were many fast curves to have fun on and lots of interesting sights. One in particular was the fellow being pushed in his 1972 "Firetrap" Ford Pinto by a 1973 Chevy "Blow-up" Pickup. NBC news should have come out to this one,

SEE TRIUMPH ON PAGE 2.

YOUR CAR MAY HAVE MORE USES THAN YOU KNOW.

BY MARK PERRY

MAKE YOUR STORED CAR USEFUL IN THE WINTER.

When Winter arrives with its cold temperatures, ice and nasty road salt, it becomes necessary to tuck away our MG in the garage. This is not our problem alone, but one we share with other British car lovers in the northern states.

The dilemma that arises is what to do with all that "wasted" space. During the months when the car is driven, it's a finely tuned piece of machinery. However, during the winter the 77 square feet the car occupies, covered by that hideous blue cloth, reminds me of the large sofa my brother neglected to pick up back in 1967 to complete the "conversation pit" in his apartment.

The winter ritual begins with my wife's annual "State of the Garage" address to the nation. She will say: "The car should really be sold!" Of course I counter with the standard responses such as, "The market for sports cars in the winter is depressed." and "Just wait until Spring when you can feel the spring wind flowing through your hair." These always worked until last year when my wife got her hair frizzed or whatever you call it when the hair looks like you just stuck your finger into an open lamp socket. Last year, during our first Spring ride with her new haircut, I casually glanced over to see how she was doing. I thought Lassie was sitting next to me after just saving Jeff from the 'ole quarry swimming hole. I no longer use the "wind flowing through you hair" line.

It becomes necessary to find productive things the car can be used for while hibernating. Turn the negative into a positive. I started doing this

several years ago and it has been successful as evidenced by the fact that we still have the MG. Here are some examples.

During December the car makes a great place to hide Christmas gifts. Large ones in trunk, small ones under the bonnet. A note of caution here. Always remove gifts in the engine compartment before starting the car! Sniffles, the guinea pig, never did see the Christmas of '89 after I started the car to circulate the oil a day or two before Christmas. Hey...don't blame me, I didn't put him there!

Another good use is as a laundry hamper. We put the shirts and pants up front and the underwear in the trunk. This frees up a lot of space in the house. Just remember you are doing this or you may find yourself wearing your wife's swimsuit or your old army uniform to work. If you live in a colder climate, you may need to take advantage of Sears underwear sale in April.

We really had fun with this one. Use the car as a salad bar. This is basically for rag top cars but I suppose it could be adapted. Each February we have the car club over to show videos, exchange photos and discuss the upcoming season. We got the idea to put some plastic in the car and fill it with ice. You should have seen everyone's face as they were taking herring and that mashed up liver stuff out of the car. One note of caution. Always make sure everything comes out of the car after the party. Let me tell you, herring after two months on your dashboard is like a dead skunk in the middle of the road. Also, stay away from Jello. It causes

NEW MEMBERS

NONE.

all sorts of problems if it happens to find its way to the cigarette lighter!

So, there you have it. Ways to make that "wasted" garage space work for you. If you have any additional ideas I'd be glad to hear them. Remember, just turn the negative into a positive. Hmmm, I bet something could be done with the battery...

Mark Perry is the brother-in-law of club member Dr. Jerry Billmeier and is an MG enthusiast. He lives in Northbrook, Illinois and in 1987 his 1979 Midget took second place at our Mud Island Show. ■

TRIUMPH

CONTINUED FROM PAGE 1.

..... they wouldn't have to waste an explosive device to watch a BIG explosion. Actually I think it was the anniversary of the Nagasaki A-bombing and these guys were doing a re-enactment.

The drive was fairly uneventful except having to dodge some dead animals in the road and Lane's Spitfire's fuel filter getting a little plugged up. This was quickly fixed by a high tech pneumatic device (mouth) and a lot of hot air. I've heard of having a drink before dinner but this is ridiculous. Anyway, we made it to Bozo's in Mason and we almost filled up the parking lot with British Cars of all shapes and sizes. This was my first trip to Bozo's and let me tell you the BBQ is fantastic and worth all the trouble and driving. Lane felt it had a slight petrol taste but hey, what does he know! Keep having fun in your British Car and we'll see you at next month's Marque event. ■

BRITISH CAR MAGAZINE INSITE

DAVE DESTLER, PUBLISH/EDITOR
OF BRITISH CAR MAGAZINE

YOU'RE NEVER GOING TO GET THEM ALL.

What a lot of you folks out there don't realize is that the pub you have in your hand is a nationally read publication. It covers the country from sea to shinning sea.

Last week Wyres and Tyres received a letter from Dave Destler, the Publisher of British Car Magazine, and he had some real nice things to say about our newsletter. He also had a good suggestion to increase membership participation.

I really appreciate the fact that he took time out of his busy schedule to drop us a line. From ready British Car Magazine I know he has his hands full putting the magazine together. Sometimes I have trouble filling up four pages. Any way I thought you might get a kick from reading his letter I'm sure he wouldn't mind, right Dave?

Dear John:

Read your column in Wyres & Tyres, February 1993, and wanted to comment on your dilemma regarding the scant 12.5% membership participation you get at monthly events.

Be happy. You're getting slightly above the average of 10%, believe it or not. For some reason, most clubs experience this very low participation to membership ratio (and yours might be even better since you're including spouses in your total of 300). Not ever attending one of your monthly meetings, I do not know what the format is - but most are a bit dull, centered around calling the minutes, old news, new news, etc. Boring!

The other events obviously include both social interaction and some car-oriented activity, and this is what most members want. They see the monthly meetings as something for the club officers and core group of

zealots with nothing better to do.

The cement that keeps a club together is not the event calendar, but the newsletter. Yours, by the way, is one of the cleanest (thanks to a computer and someone who knows how to stick to a tight, simple format, and not get too artsy-fartsy with it), easiest-reading of the scores of newsletters I get (pat yourself on the back twice).

Here's an idea that worked with a BSA motorcycle club I used to be in: award participation points to members for various types of events; maybe one point for a driving event, two for monthly meetings (encouraging attendance!), one for local car shows to represent your club, etc. At the end of the year, a Clubsman of the Year award would be given - a nice impressive trophy - to honor the member(s) who were the most involved (not including officers of course).

The element of competition does get people out to events, but don't expect much more than perhaps doubling the number participating. You're never going to get 'em all.

Good Luck!

Dave Destler

Publisher/Editor

BRITISH CAR MAGAZINE

For you enthusiast who are not familiar with British Car Magazine and would like to subscribe, you can find it at Davis-Kidd Bookseller, Tobacco Corner Newsroom or contact British Car Magazine direct at (818) 710-1234, P.O. Box 9099, Canoga Park, California 91309. ■

Wyres and Tyres is still offering fame and fortune for articles concerning British cars, tech articles, marque news or adventures. Send all printable materials to the Wyres and Tyres office at 6084 Quince Road, Memphis, TN 38119.

BOOK REVIEW

MUST READING FOR 6 CYLINDER TRIUMPH ENTHUSIASTS

I am in the process of reading a book I picked up from Bill Cravens, our GT6 Marque leader. The title of the book is "The Triumph TR5/250 and TR6 Companion" written by Steven Rossi and Ian Clarke.

The book covers about everything you would want to know about the development of the Triumph 6 cylinder engine and the cars it has carried to glory. It takes you through the development of the TR5, TR250 and the TR6. It gives good detail on what could of been and what was finally turned out. The book also goes into great depth of the racing history these cars have achieved.

Just to give you a taste of the book, the first paragraph of the foreword reads:

"The Triumph owner may very well be the last of a disappearing breed of dedicated sports car enthusiasts. Those who are captivated by the six cylinder TR seem to possess a level of automotive awareness above that of the rest of the wind in the hair fraternity. They seem to be able to see through marque mystique and snob appeal to comprehend the subtleties of the constant and ever honest Triumph TR."

The book is also written in a format where you can ever sit down and read it in its entirety or pick it apart bit by bit. It also has some great information and photos for those of you in the middle of restoring one of these machines. For more information on the book or if you want to pick up your own copy call:

THE ROADSTER FACTORY

at 1-800-678-8764

or 1-800-234-1104

WANTS AND GOTS

WANTS

Pistons - 60 over A.H. 1098 or non bored over block also 1098 Call 527-7281 after 7:00 p.m.

MGB steering wheel for 66 and upper steering shaft and outer housing. Call Rich Unruh at 382-5239.

Need MGB oil cooler Call Wade Welborn at 853-1753

GOTS

Early TR6 Engine for parts or rebuild and original 73 TR6 steering wheel in good condition. Call Ray Mears at 853-5178

BSCC Club Jacket - Brand New - Large -

Paid \$40 will sell for \$35 Call Ewing Haley at 755-4486.

Complete set of instruments, Triumph Spitfire, Call Leo Goff at 683-0021

1973 MGB solid, complete for restoration \$1600

1968 MGC excellent for restoration, or restored to spec.

1977 Aston Martin V8

Call John Poynor at 853-1753

Set of Jaguar bolt-on tie wires with spinners very good condition \$500 Call Lamar McQuirter at 369-4479.

MG Parts & Bodies sale: Going out of business sale! Moving! Everything can & must go. 3580 Jackson Ave. M-S 9-5 Call Randy Balogh at 349-2205.

MGB wires - set of 4. Real cheap!!! I mean cheap!!! Call Mark Bordwell at 767-2529

1966 A.H. Sprite parts (car) cheap Call Erik Carlson at 388-9199, After 7:00 p.m. Call Jeff at 527-7281.

J.P. you Traitor!!!

MGC Club of Memphis, Division of BSCC.

1973 Lotus Europa JPS excellent condition, constant show winner, call Gary Whiting (901) 755-6181.

CLUB CALENDAR

April 19, 1993

General Membership Meeting
Dundee's Restaurant
2285 South Germantown Road
at 7:30 p.m.

April 31 - May 1, 1993

6th Annual British Car Gathering
Townsend, Tennessee
For more information contact
John Henry at 683-0674

May 15, 1993

New Orleans British Car Day
Metairie, LA 70003
For more information contact
Frazer Rice at (504) 736-0452 or
Roger Gibson at (504) 887-2725.

May 16, 1993

British Car Meet & Picnic
Richmond, Virginia
for more information call
Jamie Barnhardt at 1-804-758-2753

If you have any events you would like to list on the club calendar please submit to the Wyres and Tyres office.

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6090 QUINCE ROAD

MEMPHIS, TENNESSEE 38119

