

Memphis BSCC Newsletter - May/June 2019



A message from the president

And just like that, it's May!

Do you remember your early school years as a youngster and how those days felt like they lasted forever? These days, for me, time just seem to fly by as I dash from one thing to the next. But along the way I have had the pleasure of enjoying the BSCC and its colorful membership and I wanted to thank you all for the wonderful monthly experiences we share. March and April brought us to the new Edge Museum and Eurofest in Natchez MS for the viewing of many specialty and collectible cars.

Mission statement

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.

2019 Officers...

President: [Steve Wayne](#)

Vice President: [Jeb Blanchard](#)

Communications Secretary: [Jim Duke](#)

Treasurer: [Steve Feltman](#)

Editors: [Steve Wayne & Carolyn \(cdshep@aol.com\)](#)

2019 Marque Leaders...

Austin Healey: [Jim Hofer](#)

Empire: [Dave White](#) & [Tom Wilson](#)

Jaguar: [Terry Roberts](#)

MG: [Jerry Farrar](#) & [Paul Burdette](#)

Triumph: [Bill Schulzke](#)

Webmaster/Historian: [Joe Reed](#)



The club was able to attend a 'soft' opening of the EDGE Museum in Memphis and see what a man's vision and lot of hard work can achieve. We were hosted by Richard Vining who's love of cars and auto history is infectious. Richard has managed to obtain some fine examples of sports cars and organize them to depict their historic importance.

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Here are a few shots taken by Jim Duke during our visit.



Here is Leslie Dales first racer, proudly on display.



Some very nice Mustangs.



Early Corvettes and T-Birds brought back some fond memories.



And of course, (in my opinion) the nicest car of all, the Shepards MGTD

We also had a great time in Natchez, MS where the weather cooperated and made for a very nice Eurofest event on the grounds of The Rosalie Mansion.



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What an eventful day with marching bagpipes, a wide collection of Euro cars such as Porsche, Mercedes, Ferraris, etc. Many British cars were present of which Dave White's Jaguar XJ6 and Al Ross's MGB and Dennis and Kittye Norris' Bentley were prominently displayed. Congratulations to Dave on his win!



Kittye and Dennis Norris's Bentley was there



MG's were proudly on display next to the MS river



What can better than a celebratory meal with good friends in Natchez, MS

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Many thanks again to Dave White for organizing our trip to visit the Tupelo Auto Museum before the cars are auctioned off next month. This was a wonderful collection of vehicles from all over the world and many were highly collectible and expected to bring upwards of \$1 million at auction. Here are just a few of the cars we saw there.



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Have you paid your Membership Dues?

We are making a list and checking it twice.

Annual dues are only \$30.00, so please take a minute and make checks payable to:

British Sports Car Club

Mail to: **BSCC Membership**

P.O. Box 38134 Germantown, TN 38183



May/June Marque events



May 18th will truly be a his and hers event as we make our way to Hall, TN to visit Charlene's Colony of shops and the nearby Veterans Air Museum. A scenic 90 minute drive will give our LBC's a chance to breathe that country air. We will have a delicious lunch at the local café and discover some of the treasures in the shops and the Air Museum.

(Triumph Marque)

May 26th combines two of our favorite things The Indy 500 and Jim Hofers fried catfish. Don't miss out on this fun day as we mingle and enjoy some excellent food and the thrill of racing. Of course, Jim's backyard and garage are the perfect setting to socialize, have some refreshments and share some favorite stories with friends. This event is also famous for the

homemade side dishes people bring each year...so good! *(Austin Healey Marque)*.

We have three biggies in June.

June 8th is an informative tour of the Rock and Soul Museum (a Smithsonian display) that will bring back many fond memories and have you tapping your toes. *(Empire Marque)*

June 15th is our Redbirds outing as we watch our team beat-up on Las Vegas. This is a great summer evening out and we even get a free fireworks show right after the game! Put this on your calendar and join in the fun. Steve Feltman has tickets at \$25 each and that includes admission, a hot dog and soda and a baseball cap.

June 23-25th is the National MGB registry event in Traverse City Michigan. A group of BSCC club members will make the 13 hr trek over two days to the event and stop along the way to discover some interesting history and interesting sights. It's not too late to register and Traverse City is a beautiful resort town aside the lake front. Their annual cherry festival is also happening then so plenty of very nice British cars to see (like 400 or so) and you can enjoy the festival atmosphere. What's not to like?

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Ay, chihuahua!
Mark your calendar.

May 28th at 6:30 pm

What's more fun than a barrel of monkeys? You guessed it, a Taco Tuesday at the Feltmans home, 3159 Cotton Plant Rd, Memphis, **and** they have arranged for a gourmet Taco Truck (parked in their driveway) to sell you some delicious food. BYOB and a dessert if you'd like, bring an amigo too there will be plenty of food so come join in the fun, you don't want to miss this one!

June 25th at 6:30 pm

Please check our website for details

EUROFEST 2019



you can help, even in a small way. Here's an early version of our poster which is being used to meet with potential sponsors and convey the spirit of our event.

2019 Eurofest committee

Steve Wayne: Director

Dave White: Judging/ Awards

Larry Kiehna: Sponsors/Marketing

Jim Hofer: Friday night dinner/Tent set up

Steve Feltman: Treasurer, Registration

Terry Roberts: Poster/Photography

Bill Schulzke: TBD

We are still looking for volunteers to help us with various aspects of the car show, so please let a committee member know that

Member Spotlight – Carolyn and Hiram Shepard



When you think of long term members of the BSCC, Hiram and Carolyn Shepard might be near the top of this list. Joining the club in the first year of club existence and the first car show on Mud Island, they have been entrenched in the inner workings of the club. Hi has been president, car show chairman and chief judge over the years. Carolyn has helped with car show dinners, bought trophies, tallied judging ballots and worked the "day of" many car shows. Position as the historian placed her on the board off and on throughout the years. A challenge but taken on like a trouper, she

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became the second female club president in 2017.

How Hiram became interested in British cars goes back to his youth when his father raced a MGTDs and then moved on to a Bugeye Sprite. Hiram's grandfather bestowed a MGA on him as a high school graduation present. And so the saga begins. Hi retired from Fedex after 40 years and Carolyn followed a year later from a long nursing career in ICU and the Emergency Room. Travels have taken them through the entire UK, China, Japan, Eastern Europe, and most of Europe. Thailand and Vietnam were their latest adventure and their bucket list remains very long.

When Hi and Carolyn started on their marriage journey, Hi had her sell a turquoise 1962 Chevy for a Bugeye Sprite. She had no idea what it was and knew even less on how it was driven. While Hi was on an Air Force base in Dayton and she remained in Cleveland, OH, she called to tell him the car had quit while she was on the freeway. He quickly asked what the gauges read only to have her respond that "no red light came on". It took weeks to bore out and replace the pistons and all the bearings. This car had more bad luck over the years with a front bonnet that was not latched and flew open while driving on the free way to another incident involving a semi truck that ran over the left front bonnet while pushing the car to the curb on the other side. Both times the car needed a full restoration. Hi has since restored 17 cars. In his garage he has the last final two restoration projects which are a black MGA Twin Cam and a White MGTD.



These remain under covers for an occasional car show/car event or parade if the weather is right. Hi has had his share of British cars including a MGB GT, MGB, TVR, a Jaguar XKE, XJS and a XJ6 sedan. Carolyn purchased a TR7 which Hi restored but due to constant "little things" always happening, she now sports her own gold jaguar XK8.

Ushering at GPAC and housing actors for months at a time for the Tennessee Shakespeare Company, keeps them active. With 5 married children and almost 14 grandchildren (one is due in July) they stay busy on the home front.

Oh...Carolyn says there will be no more restorations or a new wife will be needed.

TECH Talk (TECH Tips from John Twist, source The MG Driver, MGB Register)



Hello John – I have a chrome bumper 74 MGB with a Weber downdraft. The owner before me drilled out the exhaust pipe flange bolts on the exhaust manifold and I have fought with it for 12 years. Which exhaust manifolds would be the correct depth for the Weber intake manifold and would you have a suggestion for a more reliable supplier from EBAY? Thank you for your help! - Michael

Michael

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All the MGB exhaust manifolds are the same except for the thickness of the mounting flange. The HS carb manifold 1962-1971 has a thickness of 7/16"; the HIF/ZS carb manifold 1972-1980 has a flange thickness of 9/16". Moss has new manifolds. With the info here, you can measure yours and find a used one. And, it is possible to repair yours.

Drill out those flange stud holes, tap them, fit a grade-2 bolt that size, finish the bottom smooth-then drill and tap new 5/16-18 holes. It's not easy, but possible.

John,

Once again, I screwed up and attached a wire...Never Mind. I blew out my Pertronix Ignitor. The new one (LU 142A, identical to the old) says use at least a 3 ohms resistance coil with or without ballast. I bought a neew MDC Blaster 2 coil with 4.5 ohms internal resistance in the secondary circuit and 0.7ohms in the primary. The mechanic out here, perhaps exercising an abundance of caution, added ballast to the primary circuit to make 3 ohms there. Do I need 3+ohms just to the secondary circuit, as supplied by the coil; or do I need it for the primary circuit too? If my 74B had a ballasted circuit, how would I be able to tell? Maybe he just hooked up the wrong (white) hot wire to the coil so the ballast resistor he added is needed for this configuration. Thank you and hope you are enjoying your semi-retirement. If you are out this way, let me know so we can share an Ol' Speckled Hen or two. - Rich

Rich,

Originally your MGB was fitted with a 'normal' 12-volt ignition coil with a 3.0/3.5 primary resistance. It was powered with a plain white 12 wire to the (+) terminal. The wire to the distributor was a white/black fitted to the (-) terminal. If you've fitted a coil with a resistor to bring the total resistance to 3.0 then the working voltage to the coil is diminished – meaning that the voltage of the spark from the secondary is much less than advertised. More spark is not better; less spark can cause misfires. The original coil is just fine. That's with points. If too much current passes through the points, they quickly burn or they can melt. With Pertronix it's possible to run a coil with less resistance

(meaning a larger spark) but I don't know the limits. The 'best' distributor is the 40897 used through 1967. But it won't work best without ported vacuum.

Hello John,

I have a question wondering if you can help me out with. I have a 1979 MG 1500 Midge, pageant blue, and I don't know if you recall meeting you this past June in Lake Delevan, WI and had the car there. Recently on my drives, y low pressure light comes on when the engine is warmed up and idling at about 900 rpm. It will go out after accelerating or when the rpm's reach 1100-1200, I watched your 237 MGA/MGB Oil Pressure Relief Valve video and was wondering if I add the 1/4" flattened lock washer/shim if that would resolve my problem? Or am I looking at a more severe issue? Appreciate your feedback and thoughts. Thanks, Tim.

Tim,

I believe there is more to this than just shiming the oil pressure relief valve – but you always approach problems with the simplest and easiest repairs first. Fit an oil gauge onto the engine so you know the real oil pressure. The thread in the block is 1/8" British standard pipe taper. You'll have to search around to find a fitting, but my guess is that the fitting may come with an installation kit if you purchase an OP gauge at NAPA. Or, of course, try Amazon. You should have 65-75 # running down the road. Change the oil and filter. Use 20W/50 with high Zinc. Valvoline makes a VR-1 oil that works well. Shim the oil pressure relief valve (located under the distributor under a HUGE tall nut (something like 7/8"). Use a #1 lock washer or two between the spring and the valve. Remove the sump and change all the bearings and thrust washers AND the oil pump. This is pretty easy as the sump drops right down. You have to remove the sum, drop a rod and main, get their sizes, order the correct bearings and refit. My gut is that you want to do this NOW. If you have a rod or rods that are starting to wear, then the crank gets damaged. If the crack is worn you have to remove and rebuild the WHOLE engine. This is a wonderfully easy and inexpensive stopgap.

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The 10-Minute Car Battery Check-Up



Excerpts from the DIY experts of The Family Handyman Magazine

Keep your car battery working at peak performance (and avoid an expensive service charge) with these tips for a 10-minute seasonal car battery check-up.



Photo: FamilyHandyman.com

Avoid an expensive service or tow charge (and the worry of being stranded!) by keeping your car battery working at peak performance. This article will show you how to perform a simple step-by-step 10-minute seasonal battery check-up so you know whether your battery is performing well. This article will also explain **how to replace your battery** if it's failing, so you're not left stranded out in the middle of nowhere with a car that won't start.

Tools and materials required:

- Safety glasses
- Paintbrush
- Wrench set
- Post cleaner or side terminal
- Hydrometer
- Cable puller
- Rubber gloves
- Petroleum jelly
- Baking soda
- Heavy-duty straps

(Keep in mind that you can skip the battery service if you make sure the mechanic does it during periodic servicing, but you'll want to keep up with the regular maintenance.)



Photo: FamilyHandyman.com

Step 1: Clean the cables and external surface of the car battery

First, clean the top of the car battery and any corrosion from the cables using a tablespoon of baking soda, a cup of water and a nonmetallic brush. Flush with cool water. Next, disconnect the cables, starting with the negative one to prevent your wrenches from arcing on a nearby ground. Loosen the battery cable clamp bolts and gently give them a twist. Use a cable puller if they're stuck. Never pry on the battery posts.

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If you have a side post terminal, use a 5/16-in. box wrench to loosen the cables. With the cables removed, further clean off the corrosion around the battery terminals and cables with a post cleaner.



Photo: FamilyHandyman.com

Step 2: Check the level of the electrolyte

Gently pry off the covers of the car battery cells. The water and acid mixture in the battery (electrolyte) should be about 1/2 in. deep or to the bottom of the fill hole. If it needs water, use clean distilled water, being careful not to overfill the cells, and then inspect the battery case for cracks. If you find a crack, replace the battery. If you added water, let the water mix with the electrolyte for a few hours before the next step. (You may need to reconnect the battery to maintain your memory functions.)



Photo: FamilyHandyman.com

Step 3: Check the condition and charge of the battery

Test the electrolyte in each cell. Squeeze the ball and draw the solution into the tester. Carefully hold the tester level and write down the reading. Squirt the solution back into the same cell. The testers are calibrated assuming a battery is at 80 degrees F add .04 to each reading for every 10 degrees above 80 and subtract .04 for every 10 degrees below. If you get a cell reading that differs from the others by .05 or more, replace the battery. A fully charged battery should have a reading of 1.265 or higher. If all the readings show fair or low (1.200 is low) but are consistent, recharge the battery.



Photo: FamilyHandyman.com

Step 4: Prepare to drop in the new battery

Remove the battery hold-down clamp; then remove the cables, starting with the negative one, then the positive one.

Note: Always replace the battery with one that has a higher rating than the original.

Warning: Always wear eye protection and rubber gloves when working on batteries, and never smoke around them.

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Photo: FamilyHandyman.com

Step 5: Replace the battery

Tie a heavy-duty strap to the ears on the side of the battery and gently lift it out. Be careful; battery acid is dangerous. Don't drop it. Once the battery is out, clean the battery tray, and replace it if it's badly corroded. Batteries are heavy and need solid support.

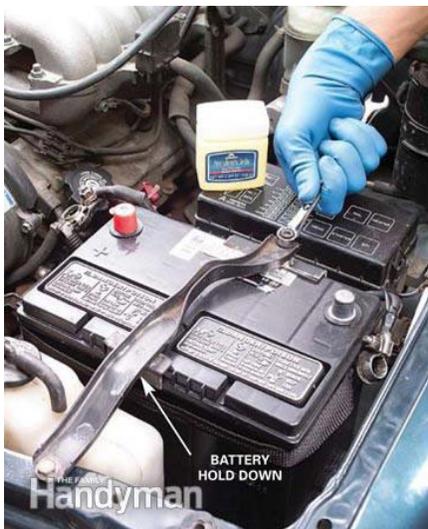


Photo: FamilyHandyman.com

Step 6: Secure the new battery

Carefully lift the new battery into place. Connect the hold-down clamp, then connect the cable to the positive terminal first and the negative last (for negative ground systems). Smear a little petroleum jelly onto the terminal before

fastening the cable clamps to the posts. The grease will help slow corrosion. Most batteries are at least 75 percent charged when you buy them and should be ready for you to start your car and drive. Check with your supplier to see if your new battery needs charging before you use it.



Photo: Shutterstock

Watch for these telltale signs of a low or failing battery:

- Your headlights look dim at idle and then brighten when you rev the engine.
- The starter turns slowly, barely starting the car. But you may have alternator wiring problems that prevent the battery from fully charging. If that's the case, schedule a service appointment. Check your fan belt. If it's loose, frayed, cracked or glazed, have it serviced or replaced.

A low battery can be caused by:

- Frequent short trips.
- Too many accessories left on or added.
- Look for a purchase date chart on the battery (it may be handwritten). The battery case will also have a decal stating its expected life, such as 60 or 84 months. If it's near the end of this expected service life, replace it.

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Photo: FamilyHandyman.com

Bonus: Using a Battery Maintainer

You've emptied the gas, sealed the exhaust and prepared the engine for seasonal storage. But before you throw the tarp over your roadster or classic car for the long winter sleep, think about how you're going to care for the battery.

Batteries lose their charge when they sit idle, and when that happens, you could wind up with a worthless battery in the spring. To keep batteries healthy, they should be charged every six weeks. But leaving a standard battery charger connected for the whole season isn't a good idea—that will overcharge the battery and shorten its life. Instead, invest in a battery maintainer.

Battery maintainers are designed to be left on for the entire off-season. They monitor battery voltage and automatically adjust the charge to avoid under- and overcharging.

Battery charger/maintainers and quick-release terminals are available at most auto parts stores or online.

A tip from Jim Duke for your XK8

Keep your battery charged by simply lifting the Bonnet and connecting the Battery Maintainer to the Positive connection, eliminating the need to delve into the trunk compartment to attach to battery terminals. And just in case the battery is really dead, don't forget you can still get into that trunk with a key in the hidden key slot!



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Mark your Calendar

May 4th, **BSCC Cars & Coffee** at Holiday Ham (Poplar Avenue at Erin Drive) beginning at 8:30 AM.

May 18th **Charlene's Colony of shops** in Halls, TN and The Veterans Air Museum, Halls, TN, *1.5 hr drive*, Triumph Marque

May 25th, **Cars and Coffee at GPAC**, Germantown, at 8:00am

May 26th **INDY 500, Fish Fry**, Healey Marque

May 28th **Taco Tuesday**, location at the Feltmans home, 3159 Cotton Plant Rd, Memphis
June 8th **Memphis Rock and Soul Museum**, Empire Marque

June 15/16th **Redbirds game** against Las Vegas, Triumph Marque

June 23-25th **NAMGBR**, MG-2019, Traverse City, MI, *13 hr drive*

Wants and Gots

I have a few Zenith Stromberg Carbs from Rubber bumper MGB's and intake/exhaust manifolds for free if someone needs one.

I also have my strut spring compressor, which I will gladly loan or help folks use.

I have a complete front suspension for a 1975 MGB, make an offer if interested.

I also have dash gauges, speedos, clocks, etc make offer. Contact: [Steve Feltman](#)

1978 MG Sprite 1500 engine and 4 speed transmission ? (running when removed) \$350.00 (obo)

1971 Fiat 903 engine with a 4 speed trans-axle (running when I removed them) \$300.00 (obo)

1991 Alfa Spider- Project call for info.

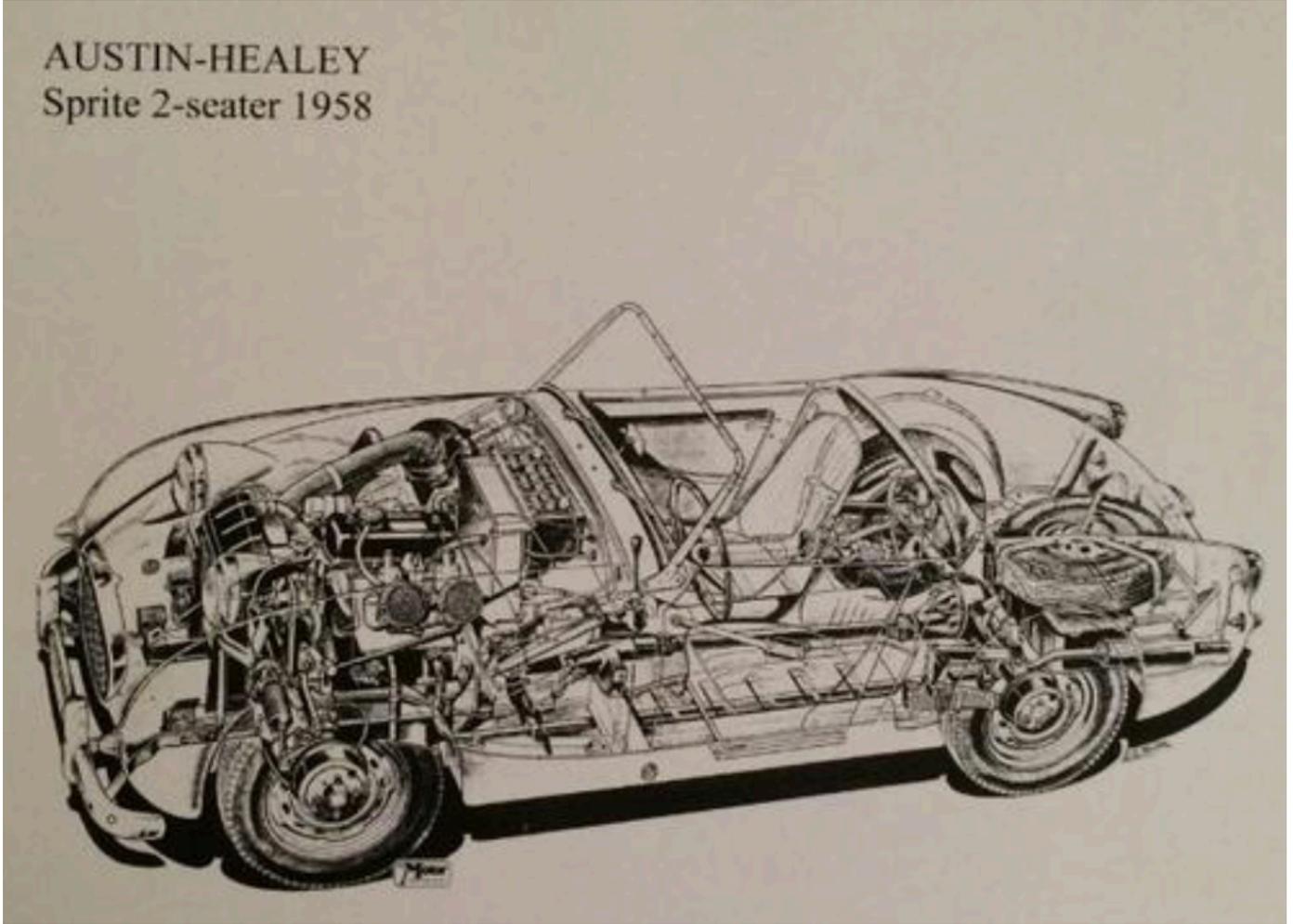
1977 Triumph Spitfire all original, ready to cruise \$6,500.00

Contact: Bill Schulzke at 901-607-7100

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Nostalgia

AUSTIN-HEALEY
Sprite 2-seater 1958





Love
at First
Sprite

You'll fall head over heels too for this Austin Healey Sprite. A winning beauty—exciting, dashing, quick, responsive. Cleaned up at Sebring. Broke nine International and forty American National Land Speed Records at Wendover, Utah. Top speed, 85 m.p.h. Got everything, but not a bit expensive. The lowest-priced true sports car on the market.

Austin Healey sports cars start as low as \$1795*



A product of THE BRITISH MOTOR CORPORATION, LTD., makers of Austin Healey, Austin, MG, Magnette, Morris and Riley cars. Represented in the United States by HAMBRO AUTOMOTIVE CORPORATION, Dept. 47, 27 W. 57th Street, New York 19, N.Y. Sold and serviced in North America by over 1000 distributors and dealers.

12-month factory warranty on all BMC cars. Literature and overseas delivery information on request.



The AUSTIN HEALEY '3000'. Fabulous successor to the Austin Healey 100-Six which dominated competition in its class. Top speed 115 m.p.h. (2 or 4 seater).

*Suggested retail price at p.o.c.