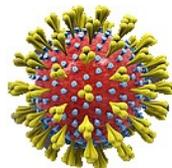


# Wyres & Tyres

Mid April, 2020



## 2020 BSCC Officers



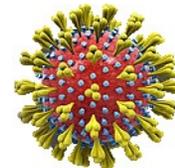
Terry Roberts President  
Jeb Blanchard V. President  
Jerry Farrar Treasurer  
Jim Hofer Austin Healey Marque Leader  
Tom Wilson Empire Marque Leader  
Dave White Jaguar Marque Leader  
Paul Burdette MG Marque Leader  
Jon Brody Triumph Marque Leader  
Chris Irving Lotus Marque Leader  
Joe Reed Historian  
Jim Duke Secretary

## Membership Meetings

Coletta's Italian Restaurant, 2850 Appling Rd.

3<sup>rd</sup> Monday of each month  
6:00 p.m. if you wish dinner;  
7:00 p.m. for our program

Mark your calendar  
April 20<sup>th</sup>, 2020 ????  
May 18<sup>th</sup>, 2020 ???  
June 15<sup>th</sup>, 2020  
July 20<sup>th</sup>, 2020



## Happy Trails

Steve Wayne, *Past President*

I've always thought that our lives were opportunities to make good friends, have great adventures and cherish the comfort of family. Elizabeth and I

recently relocated from Collierville to Colchester, CT, not too far from where she grew up, and once again close to family members.

The timing of this adventure was good as we were able to get established in our new home before the virus complicated everyone's lives. We are thankful for that - moving is stressful enough!

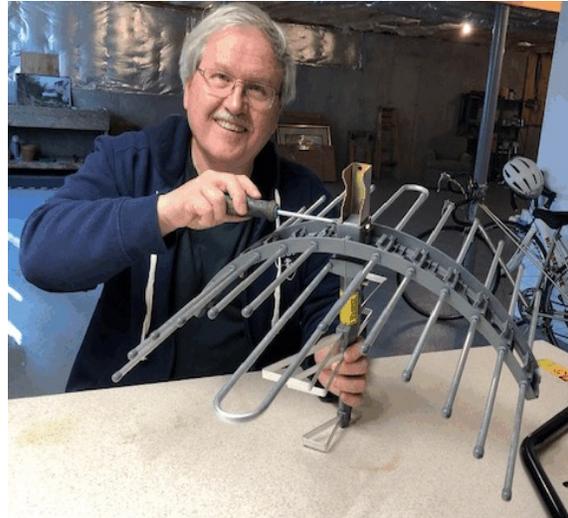
After downsizing for three months, what little furniture and boxes we had left got loaded on the moving van and off we went. We also shipped a car, so we were able to share the 1,200 mile drive in my truck. Elizabeth must have really wanted to get here, because more than once I caught her driving 90 mph as we passed through VA, MD, PA, NJ, NY to CT. The weather cooperated fully as we had dry and sunny conditions the whole trip, with some



pretty snow on the roadsides of the TN and PA mountains.

We arrived to a cold, empty house, because our furnace had quit due to a bad control board. So, we stayed with relatives for the first few days until the furnace was repaired. Luckily the pipes didn't freeze, and all is well now that the furnace has been replaced.

Then the moving van arrived, and the real work of opening boxes began along with sorting out which things go where. And guys if I learned anything from this experience, it's that I did not know the right location of anything and it's best to always ask your wife first ☺. Seems like our downsizing paid off because we comfortably filled what few rooms we now have.



We have been enjoying game nights with family and exploring the beautiful CT countryside which is very rural, and we see more cows and horses than we do people when go for a drive. The roads here are all twisty with rolling hills that are calling me to get another sports car ☺! I've found a British car club in the area so I'll check-in with them as they resume their meetings.

Colchester has a population of 16,000 so it's small town living with mostly small businesses providing services. We have found everything we need to get along, including an authentic Italian bakery, where they know me on a first name basis. The ocean is about 30-minute drive from our home, so I've been there often, enjoying the fresh seafood, picturesque shoreline and smell of fresh sea air. Here are some scallop boats in Stonington harbor...nothing like fresh seafood from the dock! Good possibility for me to join the Mystic River Yacht Club and rediscover sailing again after some required training.



What's new for me is a basement, so I'm planning a future man cave of some type, so that's keeping me busy with a project. I'm still too cheap to pay for cable, so here I am in the basement assembling yet another antenna for over the air free TV. By the way it works great, cost \$50 and I get 40+ channels (the downside is many are in Spanish or home shopping network)!



Like you, we can't seem to escape the dark cloud and constant reminders of the Corona virus (we are about 100 miles from an epicenter, NYC). So far, we are fine and doing all we can to stay healthy and live a normal, albeit restrained, life.



Elizabeth and I miss seeing all of you, hearing your stories and laughter, and the comradery we shared with British Cars. We wish you all the best in good health and happiness and offer high hopes that we all will safely emerge from these changes as brighter days are forthcoming!



Charles Dickens goes into a bar and orders a martini. The bartender asks, "Olive or Twist?"



Don't forget about your LBC's battery in this time of infrequent driving. Either drive your car weekly, or hook up a trickle charger else your battery may be damaged by inactivity.



## Simpler Times

by David Vondenberger; '60 Triumph TR3A

Way back in simpler times, which is to say earlier this year, when toilet paper was more plentiful, I heard tell about one of the highlights of this year's Consumer Electronics Show in Las Vegas. If you're not familiar with this show, companies of all types bring their newest gadgets and gizmos to be unveiled at the show. A name not normally associated with consumer electronics was there and made known to the world they've invented a *Charmin-branded toilet paper robot*.

We've all been there, on the throne handling our business (likely while reading an issue of Wyres and Tyres), when we noticed that we forgot to account for the lack of inventory of toilet paper next to us.



Charmin solved that issue by inventing this toilet paper robot that, much like your robot vacuum cleaners, would find its way to you and deliver its cargo: a new roll of Charmin to save the day.

I presume the device, named the "Charmin RollBot," was concocted in an office somewhere when toilet paper developers like Charmin's parent Proctor and Gamble had more time on their hands (before they were trying to figure out the logistics of restocking shelves the world over due to a pandemic.)

What does this have to do with classic British cars, you might ask?

Well, somehow this got me thinking (and no, not while on the throne) about the multitude of complexities, robots, gadgets, and other things that have found their way into our automobiles.

It seems that the driving experience – foot on the gas, feeling the clutch, grabbing a gear, hearing the road and the noises the cars make is nearly non-existent in a modern car. The cabins are so quiet one can probably not hear the noises the car makes. Drive-by-wire gas pedals, electronic gear shifters, and luxuries like heating our steering wheels and rears (side note: seems like a lot of technology lately is focused on our backsides, eh?) has separated us from the driving experience.



Many of those among us long for that driving sensation, that true driving experience of handling machinery directly without the proxy of electronics in between. That knowledge of whether a car is running correctly by sound or smell versus a light on the dashboard. That familiarity of a click-click shimmy means X, whereas a shimmy click clock means Y. That, mixed with some nostalgia, some admiring looks, and a few other factors are why many of us have these temperamental British cars.

And so I wanted to provide my fellow BSCC members with some perspective. There's a generation of people (myself included as a Millennial) that these little frustrating buggers are as complicated to us as setting up a new Raspberry-pi 4 (that's a type of computer equipment) might be to some of you. I've never truly experienced a time *without* computers in schools, without private phone lines, without computerized diagnostic equipment. Likewise, I've never really experienced carburetors, setting timing, or pulling a choke cable (except on a lawnmower). And I'm well into my 30's. The generations behind me find these things even more foreign, because they have lawnmower robots and



vacuums and yes, the ability to have toilet paper on demand via a robot as well.

The skills that you may find simpler – especially diagnosing a British automobile – aren't simple to

me and others. I've been under the hood of my cars doing my own preventative maintenance since before I was old enough to take the car out of the driveway, but the skills that you have remain foreign to me.

And so I appreciate this group, and the snippets here and there that I pick up by osmosis. And of course the outright guidance of fellow club members: Jeff Meredith teaching me about the fuel pump by flashlight after the group dinner at Coletta's, Chris Irving offering to help me lift my car to access the transmission, and more. I'm thankful for this group's efforts and have high hopes that one day I'll know how to work on this old car of mine. And bigger aspirations that future generations will know more about these money pits to keep them going well after we're no longer playing with them.

There's hope: just recently Honda announced that they're taking the HVAC components back out of the all-in-one electronics package and making the controls analog dials again. This was highly welcomed in the younger Honda circles. Just maybe we're heading back to simpler times...



## My Brother's MG

by Terry Roberts

I don't know how my older brother Petie (who was a sophomore at the University of Kentucky) convinced my father to buy him a 1952 British Racing Green MG TD during the summer of 1954. But he did, and Petie was really excited to get the car which was located in Lexington, Kentucky. He wanted company so he invited me and we hitch-hiked car rides from Fort Thomas, KY to Lexington.



We picked up the car and it was beautiful – a little two-seater with cut down doors and convertible top – very sporty! We put the top down and drove back to Fort Thomas (about two-hour trip). It was a

beautiful warm August day for a drive on country roads (this was before the interstate highways) and life was good!



In September Petie drove off to college and to show off his new wheels to the boys at the frat house. Although the MG was a two-seater, I heard that Petie and his best friend Wayne, were able to double-date in it – a tight fit I'm sure but maybe that was intended. Anyway I heard that the two guys had quite a social schedule (busy) with the MG having lots of double dates. Unfortunately Petie's studies at UK suffered and his GPA caught up with him and that school year was the end of his college career.

Afterwards Petie enlisted in the Navy and spend two years off Florida on a destroyer. Since you don't need a car at sea, my father traded the MG in on a new car for him.



Just like all of us car enthusiasts who have regretted selling a car from the past, Petie still talks about his time in the MG and wishes he had it today.



A guy from Alabama goes into a bar and says, "Gimmie a beer."

The bartender asks, "Got any ID?"

The Alabamian asks, "Bout what?"

## Via You Tube

Old leather-clad, blower Bentleys are always fascinating to see, and especially to see in their natural habitat - the race track.

Take a look . . .

<https://www.youtube.com/watch?v=mlOG30qBXQY>



## A Special Request

Your Wyres & Tyres editor had planned to request photos of reader cars in special driving situations but that plan has been put on hold until the plague passes over.

Instead, how about a nice image of your car sleeping in the garage?

Take a snapshot using a digital camera (think smart phone) and either text it to 901-428-6905, or email it to [dukemeteo@gmail.com](mailto:dukemeteo@gmail.com).



### Example

Your photographic adventure will be featured in the next issue. Maybe we'll then ask readers to vote on their favorite image and bestow a small prize for the winning photo.

We need to sadly note the passing of a major star in the automotive firmament this past weekend.

Sir Sterling Moss, one of the greatest racing drivers of all time died on Sunday, April 12, 2020 at his London home. He was 90 years of age.

Winner of 16 Formula One races, the Mille Miglia, Le Mans, 24-hours of Sebring, and a host of other competitions, Stirling Moss was the standard against whom modern racing legends will always be measured.

*Wyres & Tyres* is a bi-monthly publication of the British Sports Car Club, LTD. Address all communication to: Editor, Wyres & Tyres, PO Box 38134, Germantown, TN 38183-0134. Or, email to [dukemeteo@gmail.com](mailto:dukemeteo@gmail.com).

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