

# Wires & Tyres

## July 2022



[www.memphisbritishcars.org](http://www.memphisbritishcars.org)

British Sports Car Club, LTD Memphis, Tennessee

### BSCC Officers 2020-2021

President	Al Ross
V. President (jointly)	Chris Irving / Paul Burdette
Treasurer	Jerry Farrar
Austin Healey Marque Leader	Jim Hofer
Empire Marque Leader	Tom Wilson
Jaguar Marque Leader	Dave White
MG Marque Leader	Paul Burdette
Triumph Marque Leader	Jon Brody
Lotus Marque Leader	Chris Irving
Secretary	Jim Duke

### Membership Meetings

Coletta's Italian Restaurant  
2850 Appling Rd.

Mark your calendar - **Monday**, July  
18th; 6:00 p.m. for dinner, 7:00 p.m. for our  
program

**Taco Tuesday** - July 26th, 6 p.m. Location  
To Be Announced



North American MGB Register



The June BSCC membership meeting ticked a number of boxes. Our own Dave White delivered an inspiring program that mainly focused on the Viet Nam war parts of his USMC career, and briefly mentioned exploits that **twice** earned him the Silver Star, our nation's third highest medal of valor.



Hearing Dave's modest rendition made one think he was simply seeking a chance to meet women.

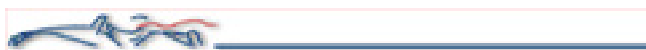
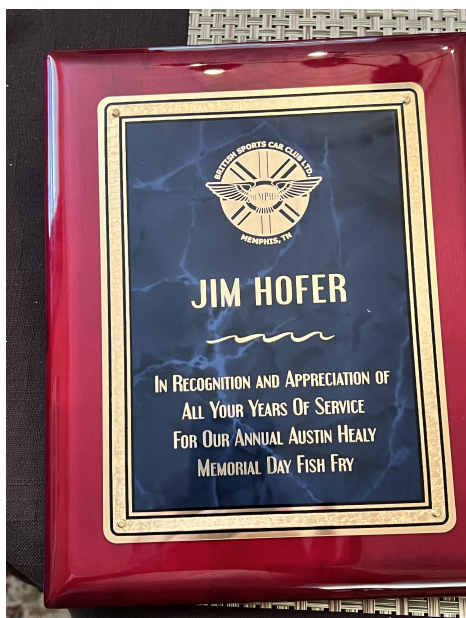
Club President Al Ross took opportunity of the gathering to



present Jim Hofer with a plaque as a token of the BSCC's gratitude for the years Jim has hosted the annual Indy 500 / Memorial Day /



Austin Healey Fish Fry.



Back in the day, I could go to the grocery with \$25 and come out with six T-bone steaks, two chickens, a case of beer, two bottles of wine, a gallon of milk, and two loaves of bread.

Can't do that today – too darn many cameras.

## Brits Honor America's Game

It was a perfect evening for baseball.

There was a cooling breeze.

Our seats were directly behind home plate.

PBR Beer was a dollar.

Hot dogs were a dollar.



Green grass, red clay, and a white ball – traditional trademarks of 'America's Game'.

June 8th was "Throwback Thursday" meaning the Redbirds paid homage to their history by wearing Memphis Chicks uniforms.



For those new to the Memphis area, the Chicks (short for Chickasaws) were our original baseball team. The team, charter members of the Southern Association, were first called the Egyptians, then the Memphis Turtles, finally becoming the Memphis Chickasaws in 1914.

The Chicks played at Russwood Park on Madison Ave. until May 1960 when the wooden grandstands famously burned





following an exhibition game. The team folded shortly thereafter, but were resurrected as a Double-A team in 1978. That version of the Chicks played at Tim McCarver field part of the fairgrounds on Central Avenue until 1997.

The new Triple-A Redbirds team games were at Tim McCarver field until AutoZone Park was opened in 2000. Meanwhile, the Double-A



Chicks moved to Jackson, TN and changed their name to the Jaxx.

The Jund 8th evening was pleasantly cool and the beer was cold and cheap. Memphis got an early two run lead, but allowed nine runs between the fourth and fifth innings to fall behind 9-2. The Redbirds clawed back to within three runs in the seventh and eighth, but stranded the bases loaded in each inning and fell short.

The game saw lots of hits and scoring but sadly the Red Birds lost by a final score of 10-7.



*C. Jarrott in 1904 Wolseley Beetle at Isle of Man Races*

## Enough Already!

The BSCC suffered two nearly simultaneous losses in early June 2022 –

Beloved member Les Dale, age 96, died on June 3rd. Although he was no longer owner of



the most beloved car in seven states and parts of Pennsylvania, Les was always called 'Precious' by his mother.

That sad event followed on the heels of the accidental death on June 1 of Leo Goff III, son



of long-time members Leo and Jill Goff. Though at the untimely age of only 42, Leo III had already cast a deep and influential shadow across the

music recording industry.

# Diagnosing classic brakes

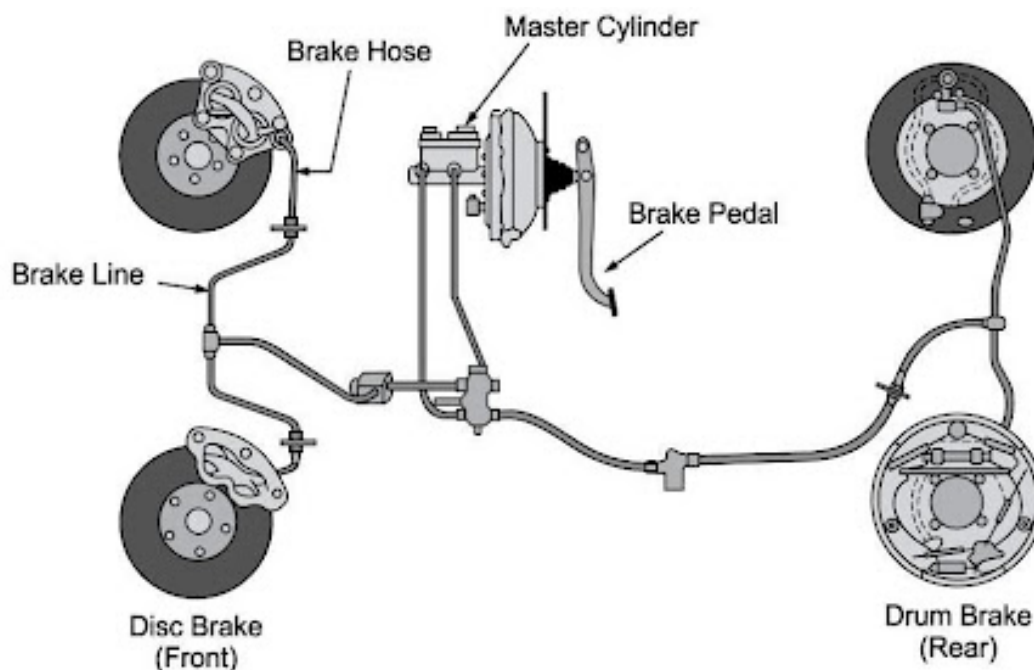
By Carl Heideman

Jun 18, 2022 | brakes, Tech Talk | Posted in Restoration & Renovation

When it comes to classic car brakes, most people set their expectations way too low. The truth is, most machines built after World War II should have good brakes: a firm pedal that travels no more than an inch and a half while delivering straight, confident stops during normal driving.

Brake issue? The problem may be something simple: This drum system recently received new shoes and wheel cylinders, but the rear shoe was fitted upside down.

- Does each wheel have a working brake? With the car jacked up and an assistant in the driver's seat, make sure that each wheel truly stops rotating when the brake pedal is engaged—and that it spins freely when the pedal is released. An amazing number of classics will fail this test. Usual causes are



Hydraulic brake system.

Yes, a lot of classic car braking systems have more than one issue, but two other factors also plague their reputation. One of the biggest problems is that so many hands have touched our classics—hands that have probably made mistakes and improvised fixes in your car's past, and passed those issues down to you. Another problem is that classic cars tend to sit, meaning their brakes don't get exercised and corrosion is allowed to set in. Added together, these issues can make driving your car the wrong kind of thrilling. Here's what to look for in a braking system.

seized pistons in wheel cylinders or calipers, plugged flex lines, and crushed hard lines. (Tow hooks crush a lot of rear-axle brake lines.) Even if each wheel does stop rotating, check to see that each piston is working—sometimes one is seized and the brake sort of works, but not perfectly.

- Is there excessive wear or free play in the linkages?

There are several linkages tied together with pins and clevises in most brake systems. Just a little wear in each part can make a brake pedal stop nearly at the floor, even though everything else is okay.

## BRAKING SYSTEM CHECKLIST

This clevis (below) is worn-out. Given that this



car's pedal has a 6:1 ratio, that quarter-inch of play will add up to an additional inch and a half of pedal travel.



factory manual to make sure everything is where it should be, how it should be.



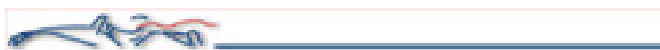
- Is everything adjusted correctly?

Most brake systems have adjustments at the drums and at the master cylinder or pedal clevis. Even self-adjusting systems sometimes need an initial manual tweak when parts are replaced.

Here are links to a couple of youtube videos illustrating brake fluid issues and how to remedy them.

<https://www.youtube.com/watch?v=n1NvtUwFRJc>

<https://www.youtube.com/watch?v=fphcB-wB4-Q>



## Inflation Has Gotten So Bad That . . .

- My friend received a predeclined credit card in the mail.
- CEO's are now playing miniature golf.
- Exxon-Mobil laid off 25 Congressmen.
- McDonald's is selling the 1/4 ounce.
- Angelina Jolie adopted a child from America.
- Parents in Beverly Hills fired their nannies and learned their children's names.
- A truckload of Americans were caught sneaking into Mexico.
- A picture is now only worth 200 words.
- The Treasure Island casino in Las Vegas is now managed by Somali pirates.
- I called a car dealer to get the book value on my used car. They asked if the gas tank was full or empty

And finally...

- I was so depressed last night thinking about the economy, wars, jobs, my savings, social security, retirement funds, etc., I called the Suicide Hotline. I got a call center in Afghanistan, and when I told them I was suicidal, they got all excited, and asked if I could drive a truck.

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photos and photography  
**PATRICIA POSSEL**  
PHOTOGRAPHY

Flyer for 2022 EuroFest. Note date is Sept. 24th, and location is at Youth Villages Bartlett Campus.



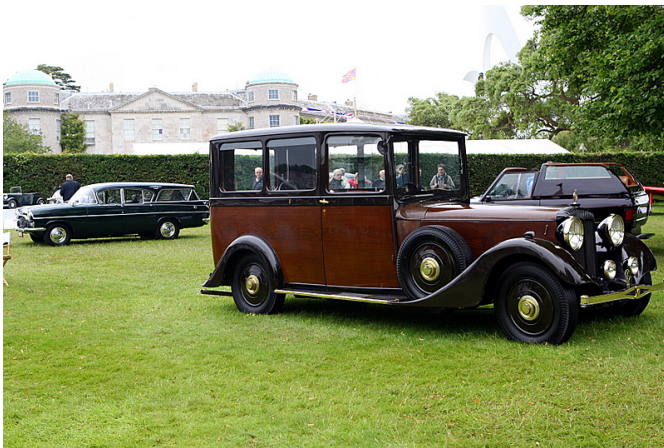
# Queen's Jubilee & Cars

Story and photos by Jonathan Sharp

The UK has just celebrated another Jubilee for the Queen. But ten years ago, Jonathan Sharp was also on hand to celebrate a very special event at Goodwood's Festival of Speed – a motoring tribute to compliment Queen Elizabeth's Diamond Jubilee held in 2012. It seemed like an appropriate time to republish the account, Jonathan's first for VeloceToday.com.

Congratulations to both the Queen and Mr. Sharp!

This being Her Majesty Queen Elizabeth II's Diamond Jubilee, the theme chosen for this year's Cartier "Style et Luxe" display at the Goodwood Festival of Speed was "Transport fit for a Queen". The display featured cars that were either owned by or used by the Queen or other members of the Royal Family. The display also featured a Royal Train Carriage, children's electric ride in toy cars and even an aeroplane. The displays, in five classes, were arranged on the grass in front of the stable yard of Goodwood House.



1937 Daimler Shooting Brake used by monarchs

In modern times, the British Monarchy is very much associated with Rolls-Royce and Bentley Motor cars, but this was not always the case. Prior to the 1950s, the Royal Household favored the cars from the Daimler

Company, as the products of Rolls-Royce being deemed too "Nouveau Riche". The oldest of the five Daimlers on display was the 1924 57hp and this was entered in the class Country Life Bespoke Working Vehicles – a class which also included a 2000 model Land Rover Defender, a particular favorite of the Queen who used to drive ambulances during World War II.

The newest was a 1992 DS420 now owned by Jaguar Daimler Heritage. This car was used by HRH Queen Elizabeth the Queen Mother (Queen Elizabeth's mother) until her death aged 101 in 2002. Production of the DS420 ceased in 1988 but in 1992 Jaguar produced four more, three for use of the Royal Household and one being retained by Jaguar.

The 1929 Double Six 30 HP Brougham entered in the Majestic Carriages for the Ultimate Stylish Arrival class featured a 7.1 liter V12 engine producing 150HP which was considered adequate to be able to get the three ton car up to speeds of 80mph. George VI, the Queen's grandfather, ordered two; one for himself and a similar one for Queen Mary. The bodywork was by Hoopers. It is painted in the Royal colors of Royal claret over black and the interior featured dark polished mahogany with fittings of silver and white ivory.

The 1937 Daimler V32 shooting brake was ordered by King George VI prior to his visit to Balmoral, the Royal Household's Scottish Estate, in the late summer of that year. The finish of the car is in assorted natural woods and could accommodate up to 10 people. It features drop down windows for ample ventilation and to allow shooting from the car. Its ingenious design also features a drop down luncheon table along the center of the car as well as specially fitted gun racks. This was to be the last Royal Daimler shooting brake and was used very sparingly.

Another shooting brake featured was the 1951 Ford V8 Pilot again ordered by King George VI. It was built on a chassis 12 inches longer

than standard and had to be fitted with commercial running gear to allow the car to



1951 Ford V8 Pilot Shooting Brake

cope with the weight of oversized Garner bodywork, which included a windscreen 3 inches taller than standard. After the car was delivered it was returned to be converted to a floor gear change as the King disliked the original column change. Unfortunately, due to the King's untimely death in 1952 aged 56, he had little chance to enjoy the car. However, the car has been retained by the Queen to this day.

Returning to the Daimler theme, the 1948 Daimler DE36 All Weather Tourer was ordered by Hoopers for Royal use in 1948. The Palace



1948 Daimler Limo Landaulette

requested special seats to allow the King to drive the car should he wish. Indeed it was said that it was one of the King's favorite vehicles and finished in Silver Grey with Blue leather seats. Following the Queen's accession

to the throne it was repainted in the normal Royal Household colors before being sold to the Government of Queensland, Australia in 1957 for a forthcoming tour by the Queen Mother. The car subsequently passed into private hands and was displayed by kind permission of Mr. Peter Grant.

The 1948 Daimler DE36 Limousine Landaulette entered in the Majestic Carriages class was the last production straight-eight limousine. The car, with bodywork again by Hoopers, features electric windows, electric division and electric glove warmers. The seating to the rear of the car features a convertible section with a perspex roof to allow the viewing of its occupants.

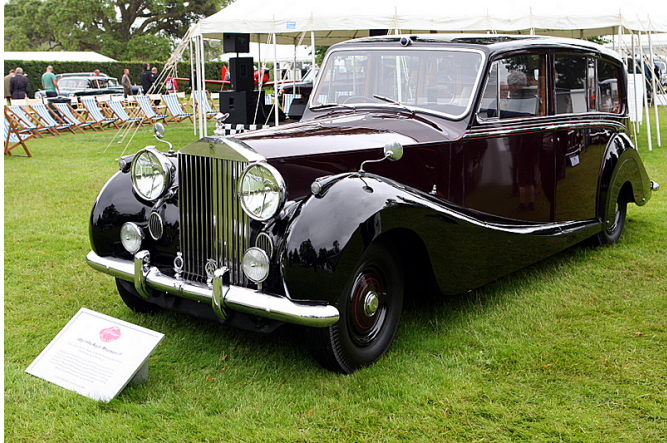
The oldest Rolls-Royce on display was the 1924 Silver Ghost entered by its current custodian Mr. Sirdar Aly Aziz. The car was once owned by Lord Louis Mountbatten, a cousin of the Queen's husband, the Duke of Edinburgh. In 1922 Mountbatten received a Silver Ghost as a wedding present from his wife, the soon to be Lady Edwina Mountbatten. So impressed was he with the car he decided to order one to his own personal specifications. The car was used as his official car during 1947 when he oversaw the transition of India to independence in 1947. Mountbatten served as the last Viceroy of India and as India's first Governor General. The mascot on the radiator features a sailor signaling in semaphore.

Parked to the rear of the Mountbatten car was the 1925 Rolls-Royce 20hp kindly entered by Mr Peter Vacher. Looking resplendent in its all over silver finish, this car was originally ordered by the Maharajah Bharatpur and features a cabriolet body by Windover of London. The bodywork was so heavy it is said that Rolls-Royce refused to issue a warranty with the car. It was originally ordered as a dowry for one of his daughters but as the new husband never collected the car it was retained by the Maharajah to be used when hunting for tigers. In 1965, HRH the Duke of



Edinburgh visited a bird sanctuary near the Maharajah's palace and this was the car he rode in.

The next Rolls-Royce in the timeline was the 1954 Phantom IV entered by Bentley Motors; one of only 18 built and powered by a 5.7 litre straight eight engine. The first Phantom IV was



1954 RR Phantom IV used until 1980s.

ordered by HRH Prince Philip in 1949. It was used to convey the Queen to her first official engagement in 1952 which was the handing out of the Maunday money. The 1954 car on display was purchased by the Queen in 1959 and was retained by the Royal Household until the late 1980s. The 1961 Phantom V on display was unusual in that it was made with a shortened bonnet to allow it to be carried in the Royal Yacht Britannia. The car was proudly displayed complete with the Royal Standard Crest and Flag.

In addition to British built Royal cars, the display also included several non-British cars. One such example being the 1950 Lincoln



Cosmopolitan Limousine bubbletop especially brought over from the Henry Ford museum. Harry S. Truman commissioned the limousine

which was based on a stretched 145 inch wheel base chassis and the Ford Motor company supplied it to the Secret Service for a nominal lease fee. The bubbletop rear was added by President Dwight D. Eisenhower in 1954. Queen Elizabeth was driven in the motorcar as part of a Presidential motorcade along Pennsylvania Avenue to the Whitehouse in 1957. The motorcar remained in Presidential service until 1965.

The display was not however just made up of regal cars. A 1961 Vauxhall Cresta Friary Estate car, a favorite of the Queen, was used to transport the Royal Corgis. Prince Philip's personal 1961 Alvis TD21 series 2 Drop head coupe was specially ordered with a taller



Alvis TD21 of Prince Phillip

The smallest vehicles on display, and probably the most imaginatively named class of vehicles were the ride-in toy cars in the "Fit for a Prince – Toy cars for Heirs with Graces" class and included a 1955 Midget racer made for Prince Charles, and a 1930 Citroen AC4 electric powered car presented by Andrea Citroen to Princess Elizabeth and Margaret. It was later modified with a Daimler grill. Others included a 1950 Austin J40 pedal car, one of over 31,000 examples built by injured Welsh miners using steel of cuts from the Austin factory, a 1966 Aston Martin DB5 Volante with James Bond extras built by the staff at the Aston Martin Factory in Newport Pagnell for Prince Andrew, a 1988 Aston Martin V8 Volante built for Prince William, and for Princess Anne, and a fully operational 1955 Rollalong Caravan. The caravan was to be

seen being regularly towed around the Sandringham Estate by Prince Philip in a Hillman Husky.

I was struck with two thoughts when viewing the display, namely that only Lord March and the Goodwood team could pull off such an event, and that the Royal Family have never had to part exchange their old cars for new. Thank heavens!

Most of the above information was gleaned from the placards in front of the cars.



There was this man in a mental hospital. All day he would put his ear to the wall and listen.

The doctor would watch this guy do this day after day.

So the doctor finally decided to see what the guy was listening to, so he put his ear up to the wall and listened.

He heard nothing. So, he turned to the mental patient and said, "I don't hear anything. "

The mental patient said, "Yeah, I know. It's been like that for months! "

## Wants & Gots

Hmmmm . . . nothing for sale?

Well, we do have a 'Want' or Need as the case may be.

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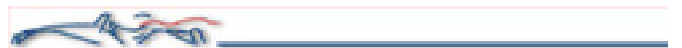


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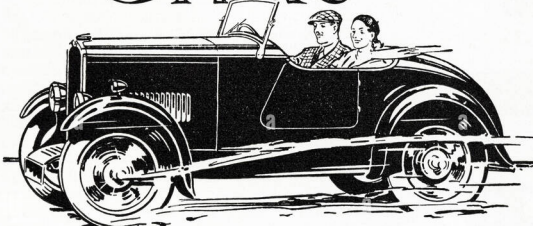
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