

Wynes & Tyres

June 2022



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**,
the 20th; 6:00 p.m. for dinner, 7:00 p.m. for
our program by the Flying Saucer Draft
Emporium

Taco Tuesday -June 28th, 6 p.m. Location
To Be Announced



North American MGB Register



No one remembers, for sure, when the phrase 'Gentlemen start your engines' was first used at the beginning of the Indianapolis 500, but it was probably either 1948 or 1949. By 1952 the opening command was well established at the race onset. 1977 brought dramatic change when



Tony Hulman, the IMS/Indianapolis Motor Speedway's owner, acknowledged Janet Guthrie as the first female driver by altering the phrase to 'Gentlemen and lady, start your engines.'

Roger Penske now heads IMS ownership, and in 2022 he amended the historic phrase a bit more to say, simply, "Drivers start your engines."

At 6:00 a.m. on race day, the IMS launches an arial explosive bomb to announce opening of track

gates to spectators. The BSCC's Jim Hofer is more discreet. He quietly invites the whole of the club membership to his Melody Lane home looking for folks to arrive sometime around a half-hour before the scheduled green flag wave



time in Indianapolis.

Again this year, rather than responding to an explosive detonation, BSCC members followed tantalizing aromas of deep fried fish, hush puppies, and fried potatoes to Jim Hofer's back patio and garage.

Gathered in dappled shade, or in the airconditioned comfort of Jim's garage, folks noshed on delightful treats shared to accompany Jim's legendary catfish and fries, while chewing over the latest news and watching laps roll past at the IMS.



We don't know how he does it, but Jim Hofer always orders up near perfect weather for the Austin-Healey sponsored event. Late afternoon felt a little warmish, until we recognized the conjunction of

Memphis and the onset of June. With that



knowledge, we realized the 'heat' was relatively mild compared to potential.

So, another Indy 500 went into the record books (congratulations to Marcus Ericsson), and Jim Hofer scratched a deep seated itch often shared for his own version of Fish & Chips.



Fish Fry Fotos compliments of Al Ross & Neville Mayfield - Thank You!

Those of us watching the Indianapolis 500 race unfold marveled at the speeds sustained by the racers, and noted the changes from days gone by. Rarely does a modern race car experience mechanical failure. Engine, transmission, and suspension perform flawlessly for the entire race. At one time, we'd see only about 10 of the starting 33 finish the Indy 500. About the only mechanical (?) failures experienced by the current Indy Car racer involves tires – usually then it results from encountering debris on the race course.

There were only two kinds of engines, and two chassis makers used in this year's running. No more Coyote-Fords, or Myer-Drake Offenhausers, not to mention Novi-V8 powered cars. Chassis all came from Europe. Either Delarra, of Italian design, or McLaren, of English design. The Delarra chassis carried Chevrolet built indy race engines, while Honda race engines were in the McLaren chassis.

Regardless the engine source, they were 2.2 liter displacement with dual turbochargers. Upper RPM was limited to 12,000, and horsepower was in the 550-720 range. All engines ran on E85 blend, 85% ethanol, 15% gasoline.



2022 Delarra Chassis



2022 McLaren Chassis

Bidding at a local auction was proceeding furiously when the auctioneer suddenly announced, "A gentleman in this room has lost a wallet containing \$10,000. If it is returned, he will pay a reward of \$2,000."

There was a moment's silence, and then from the back of the room came the cry, "Two thousand five hundred!"

Empire News Update from Morgan Motor Cars

Malvern, England

Morgan cars and 3-wheelers are coming back to the USA.

After years of anticipation, the National Highway Traffic Safety Administration has issued the final rule to implement the low volume replica law. Under this new law, low volume manufacturers, under 5,000 units per year, can import 325 licensed vehicles per



year to the US. Although there are still some details to work out, these cars may start landing here by the end of the year, starting with the Plus Four automatic.

The Plus Four is 97% new, keeping only the bonnet latches from the previous model. It will use a BMW 2.0 liter four cylinder Twin Power Turbocharged engine, which produces 255 bhp and up to 295 lb-ft of torque. Not bad for a car that weighs only 2,220 pounds dry.

To achieve this light weight and keep the stiffness required, the Plus Four uses a bonded aluminum platform which made its

debut on the Morgan Plus Six at the 2019 Geneva Motor Show.

In the automatic variant, 0-60 mph takes just 4.8 seconds (manual model: 5.2 seconds), with a top speed of 149 mph. as a reminder, the last year that American buyers could pick up a new Morgan car was 2008. US pricing has not been announced at this time.

The new Morgan Super 3-wheeler is a ground up redesign using a monocoque structure, a first for Morgan, and is powered by a water-cooled 1.5 liter inline 3-cylinder Ford engine. The engine is mated to a 5-speed manual transmission borrowed from a Mazda MX-5 Miata. It delivers a peak 118 hp and 110 lb-ft of torque. Morgan quotes a 0-62 mph time of 7 seconds and a top speed of 130 mph. The new monocoque structure features bonded aluminum construction, the same type of construction that Morgan uses for its CX-Generation platform underpinning the Plus Six and the Plus Four sports cars. This helped to create a lighter and more ridged design than the old 3-wheeler, which improved the handling as well as the crash safety. There is also more room in the boot. Morgan quotes a dry weight of 1,400 pounds for the Super 3.

The interior design follows an industrial theme, with modern elements mixed with retro cues.



An example of this is the minimalist dash that features Morgan's traditional center mounted gauges, but this time the gauges are digital, another first for Morgan.

The Super 3 is priced from approximately

\$56,245 and will start deliveries in the UK. this summer. Availability in the US. has not been announced. Because the Super 3 is classified as a motorcycle, its numbers should not be counted against the 325 cars that Morgan will be allowed to import to the US. So, there is still time to put your deposit down and get your Plus Four on order.

(Reprinted from Brits and Spares, April 2022. British Motoring club of Arkansas)



How Old Is Too Old?

Even if they don't wear out from use, our tires are aging out just because the components used in their manufacture doesn't last forever.



In a one-time comparison of a brand-new set of Vredestein Sprint Classic tires against a set of never-used Michelin X tires—the catch, of course, being that the Michelins had spent 32 years in dry storage. The testing, done on a Triumph TR6, included both an emergency lane change maneuver as well as braking from 60 mph.

The Vredestein tires felt neutral during the emergency lane change maneuver while delivering safe, confident stops. The old tires? They were downright scary: snap oversteer when asked to change lanes while requiring 20 extra feet to stop from 60 mph. That can easily be the difference between life and death.

How old is too old for a tire? The Tire Rack offer this advice:

“Our experience has been that when properly stored and cared for, most street tires have a useful life in service of between six to ten years. And while part of that time is spent as the tire travels from the manufacturing plant to the manufacturer’s distribution center, to the retailer and to you, the remainder is the time it spends on your vehicle.”

So, a follow-up question: How old are the tires on your classic?

Tire Rack again offers this handy advice:

“Since 2000, the week and year the tire was produced has been provided by the last four digits of the Tire Identification Number with the 2 digits being used to identify the week immediately preceding the two digits used to identify the year.”

In their example, a tire marked with DOT U2LL LMLR 5107 was built during the 51st week of 2007.

If your tires were built before 2000, then Tire Rack offers this information:



“The Tire Identification Number for tires produced prior to 2000 was based on the assumption that tires would not be in service for ten years. While they were required to provide the same information as today’s tires, the week and year the tire was produced was contained in the last three digits. The 2 digits used to identify the week a tire was manufactured

immediately preceded a single digit used to identify the year.”

But, over time, the rubber and component materials within the tire changes and becomes more prone to failure. In most instances this loss of strength is invisible – and the material degradation is present regardless of tread depth and even in tires that have never even been put on a vehicle.

Aged tires are more susceptible to catastrophic tread separations, which occurs when the tire’s outer layer separates from the tire body or casing. This type of failure can be much more dangerous for drivers to manage than a flat tire or blow out, particularly in trucks, SUVs and vans – particularly 15-passenger vans – because they are more prone to handling and stability problems.

Based on research showing that the rate of tire failures increases after six years, nearly all vehicle manufacturers recommend owners replace tires after six years, regardless of tread depth. Most tire manufacturers recommend replacement at 10 years or that owners follow the vehicle manufacturer’s guidelines. Tire makers continue to insist that expiration dates are not necessary, yet, nearly all passenger and light truck tire warranties expire at six years. Some tire retailers have also adopted the tire age recommendations and will not service vehicles with tires that are beyond the manufacturers age recommendation.

Consumers should also check the DOT code when buying new replacement tires. Some retailers will sell a “new” tire that has actually been sitting in their inventory for years. That tire could have been improperly stored in a warehouse or outdoors exposed to high temperatures that reduce a tire’s robustness and useful life.





Brits Invade Autozone Park Again

Thursday, June 9th; first pitch at 7:05 PM.

\$22/ person, everyone will get their dugout ticket, a hot dog & soda voucher, and a Memphis Redbirds hat.

That's not all, folks, besides the BSSC deal package, it's Throwback Thursday presented by Pabst Blue Ribbon and will feature \$2 PBRs and \$1 hot dogs.

Keep an eye out for specialty merchandise, as the Red Birds play as the Memphis Chicks on Thursdays.

RSVP to Paul Burdette at Burdettes@aol.com. Or, give Paul a call at (901) 212-5893.



A woman died and went to heaven. After what seemed to be an eternity, she met St. Peter at the fiery gates. St. Peter looks thru her file and said, "I am very proud of you. You lived a good life, went to church, prayed every day, raised God-loving children. I will let you into Heaven if you can only spell a word correctly."

Excited, she thinks back to winning the spelling bee in elementary school and is ready. "What is this word I need to spell?"

"Love," says St. Peter.

"L-O-V-E"

St. Peter opened the gates and as she is about to walk thru, God called St. Peter for an important meeting ASAP. He told St. Peter to have the woman replace him until the meeting is over. St. Peter instructed the woman to use the same test to determine if someone goes to heaven or hell.

After a few hours, the lady looked and saw her husband, who apparently died of a heart attack several months after she had passed. She asked, "How was life after I died?"

"Oh, life was great! I remarried this very attractive woman, for whom I bought a large diamond ring with your life insurance money. We went to Italy for our honeymoon and toured the Vatican, saw all those beautiful things and ate the finest food."

She replied, "oh, I always wanted to do those things, but you never like to travel. She must be a special woman."

"Oh, yeah! We bought the house up the street, the one you always admired, and the sex was amazing. That's when I had the heart attack and died."

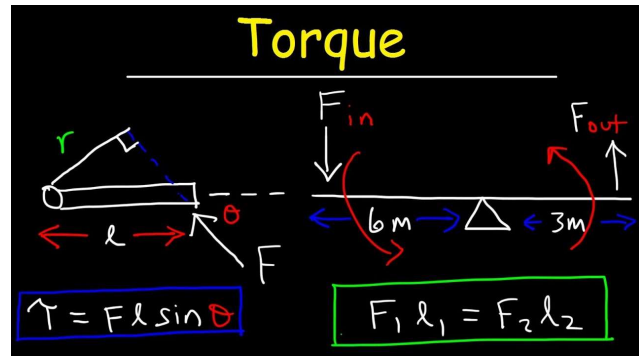
Seeing the line was getting longer, the man asked, "Now, what do I need to do to get into heaven, so we can catch up on everything else?"

The woman replied, "Spell Czechoslovakia."

Torque Wrench Truths

By Paul Rollins

Why do we "torque" bolts and nuts, and how do we do this right?



This reason for torquing is not just to make sure the nut or bolt is tight enough to not fall off. The real objective is to achieve a clamping force so the component is securely attached (such as a cylinder head) by very slightly stretching and tensioning the fastener, like stretching a spring.

It's a slightly sensitive operation, because over-torquing can strip threads, or the bolt or stud will stretch too far, exceeding the elastic limit and rendering the bolt or stud useless. Not enough torque and the seal between parts may not be secure.

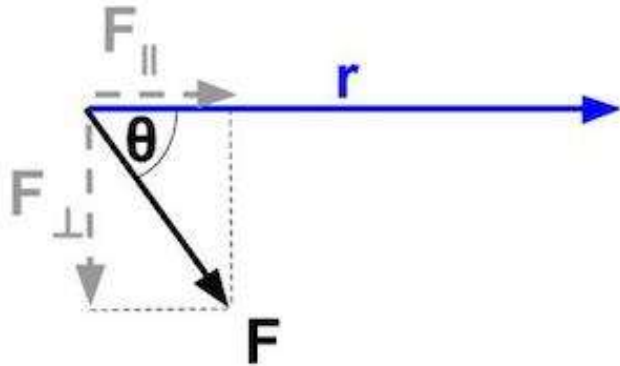
Tightening threaded fasteners to a specific torque value is just a crude approximation of the real objective.

The real measure of the force is the elongation of the bolt. The threads on bolts, studs, nuts or female threaded components are inclined planes, or ramps. As they move over each other, the nut is wedged down against the surface of the component, and the bolt is stretched, creating a tension to hold the parts together.

Modern, precise mechanical practice is to directly measure the change in length with a sensitive dial indicator resting on the end of the bolt. The next level of accuracy is to start



with the nut in firm contact with the surface to be clamped, then turning it a specified number of degrees. Thread pitch angle and the amount of rotation of the nut provide a proxy measure of elongation.



Our cars were made before these practices were widely adopted in the auto manufacturing and repair fields, so our manuals show the primitive approximation of “torque.”

Calculating the amount of clamping force produced by the movement of the ramps through torquing considers the diameter of the shaft of the bolt or stud, the pitch of the threads, strength of the material, and the coefficients of friction between the threads and between the bolt head or nut and the surface against which it is turning. Empirical experience has produced tables of torque values for various sizes and materials of fasteners, and with different types of lubrication.

Torque is just a rough estimate of actual clamping force; the measurement of torque is influenced greatly by coefficients of friction.

Not all bolts and nuts of the same size and thread pitch are created equal. Surface finish of the threads may vary among thread rolling or cutting machines. Similarly, the coefficient of friction between the head and the washer or surface against which it presses may vary from piece to piece. It is also unlikely their frictional characteristics stay the same with reuse. Thread surfaces may get more polished, as may the lower face of the nut or

bolt head. Or, corrosion may roughen the surfaces. Torquing may be +/- 30% accurate regarding true tension achieved.

But, torque is the best measure we have, so we should do our best to get it right.

First have a good torque wrench. “Click” type wrenches seem more sophisticated than the old school, bending-beam units. But, “clickers”



can be inaccurate. Possibly most are. Check yours. (<https://www.wikihow.com/Calibrate-a-Torque-Wrench>) Brand-name, bending-beam torque wrenches maintain their accuracy unless they have been bent past their elastic limit. This should be very-obvious if the beam



is not straight.

Don't stop turning the wrench until the target torque value is achieved. If the turn is stopped before target value, back off the fastener and start again. The reason to do this is the difference between the coefficients of static and dynamic friction. Static-friction coefficient is higher than dynamic coefficient. So, as the fastener is being turned, it is working against dynamic friction. Once it is stopped, the higher, static friction must be overcome to get it moving again. If the

fastener is at or even just a little below the target value, the excessive torque required to get it turning again may show a misleading reading on the torque wrench suggesting the target torque value has already been achieved.

An exception to the above is a process sometimes found in manuals to torque in steps, working up to final value. One process is to tighten fasteners to one third of final torque in pattern order, then repeat at two thirds, then full value. The differences in torque figures between the different steps leaves room to account for the difference between the effects of static and dynamic friction.

A good example of the influence of friction is the common practice of re-torquing of head bolts or studs after run in. They must be backed off before re-torquing. Do each one separately – back off and re-toque before moving to next one-- in original torquing order unless the manual says otherwise.

If a bolt or stud has been over-torqued, it may no longer have the strength to do its job. Replace it. Inspect threads on used fasteners. If they are rust pitted, replace them as they will produce misleading torque readings.

Generally, fasteners are torqued with dry threads. Some, highly-specialized fasteners (like ARP rod bolts) must be lubricated for proper installation.

Triumph Trax
Portland



My wife shouted from the bedroom asking, “Do you ever get a shooting pain through your body as though someone’s got a voodoo doll of your body and they’re stabbing it?”

I replied, “No.”

She yelled back, “How about now?”

Wants & Gots

Former long-time BSCC Member, Ewing Haley (Budgie) sent the following note:

"I just pulled down from the attic about 50 pounds of automotive books of all sorts and makes; mostly kind of junky, some pretty good, but the best part is.... they are all free to anyone who would come pick them up.

Thought you or some club member might be interested.

Give me a call and I'll give you more details. Also, I have left about 9 various GOOD Brit books for sale if I could put on the next Wants and Gots[I'll pay the going rates].

Thanks
Ewing H 457-7654"

Send a note about what you have on offer, or are seeking, and Wyres & Tyres will deliver sterling global advertising.



What's the different between Black Eyed Peas and Chick Peas?

Black Eyed Peas can sing us a song.

Chick Peas can hummus one.

Have You Paid Your Dues For 2022?



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