



Wyres and Tyres

August 2003 Part II



www.memphisbritishcars.org

British Sports Car Club, LTD
Memphis, TN

Membership Meetings

*Coletta's Italian Restaurant
2850 Appling Road*

*Mark your calendar—Mon., August 21st
6 pm for dinner—7 pm for our program*

Taco Tuesday

*La Hacienda
255 New Byhalia Rd.
Collierville, TN*

*Tuesday, August 22nd
6 pm (better get there early for a good
seat)*

BSCC Officers 2023

President

Co-Vice Presidents

Treasurer

Austin Healey Marque Leader

Empire Marque Leader

Jaguar Marque Leader

MG Marque Leader

Triumph Marque Leader

Lotus Marque Leader

Club Historian

Webmaster

Al Ross

*Chris Irving/
Paul Burdette*

Jerry Farrar

Jim Hofer

Tom Wilson

Dave White

Paul Burdette

Jon Brody

Chris Irving

Carolyn Shepard

Up for grabs



WEST TENNESSEE DELTA HERITAGE CENTER EVENT

22 members made the trip. Many thanks to Jaguar Marque Leader David White for organizing this journey, celebrating the music, culture, and beauty of the Tennessee Delta, and featuring the Tina Turner Museum & Sleepy John Estes' last home.







Wants & Gots—

Jerry Billmeier's BMW Z4 3.0 Roadster

BSSC member Jerry Billmeier has reluctantly decided to sell his beautiful and well-pampered 2007 BMW Z4 roadster. Jerry is the second owner of this car (since 2011), now showing only 41,000 miles. Blue/gray in color with a black top, this car is in pristine condition, always garage kept and all service met. Looking for a quick sale!

Asking \$19,500 (OBO). Price might be negotiable to a good home. Jerry Billmeier 901-767-5311 billmeier@comcast.net



(stock photo)

Jaguar racing pennant, suitable for garage, workshop, or ??

FREE (or best offer) to a good home
Jim Duke,
901-428-6905



Note from the editor—I have a dear friend in the U.K., Alan Mortlock, who's a serious car collector. He recently sent me info on a very special (perhaps one of a kind) MGB he's offering for sale—a research and development vehicle from British Leyland! This is probably as close to a brand new MGB as one will find!

Hi Bob--Here is all the information and photos of the MGB that we have decided to put up for sale and see what happens, would love to keep it as it's an incredibly interesting and significant car.

Besides, this car belongs on that side of the pond as that is where it was intended to go but instead never left England!

The price we're going to ask may sound high for a rubber bumper model but given its incredible history, condition and genuine low mileage it may not be enough! We Live very close to Southampton so getting it to the port for shipping would be no problem. You'll have to forgive the lengthy description.

1978 Left hand drive US spec MGB roadster,
Brooklands Green, just over 18000 genuine miles
4 speed very rare non overdrive.

This car was pulled from the production line and sent to the British Leyland research and development team and used as a test car for the 1979 US spec model year.

I have the original log book (British Title) that Lists BL Cars Longbridge as the first registered owner; after its time with the R&D department its second registered keeper was Brian Hoare who was the British Leyland Company secretary. It was in his possession in dry storage for over 40 years and I have a letter from him verifying its history. I also have the original factory build card which apparently is almost unheard of in the MG community and its heritage certificate from the British Motor Industry Heritage Trust.



It appears that the majority of its time with the R&D team it was used to test emissions equipment and adjustments.

It is the only MGB to exist that has what was at the time an experimental steering wheel never put into production on MGB's but was later used on SD1 Rovers, all of which is fully documented in the hand written Ledger from the research and development department. It spent some time at MIRA (Motor Industry Research Association), Champion (spark plugs), Lucas and Pirelli tires, all of which is documented in the research ledger. It was very well maintained during its time with BL, again all documented with regular servicing and oil changes. There are still some R&D notes hand written inside the glovebox door.

The next owner who purchased it directly from the BL Company secretary and from who I purchased it, had done considerable recommissioning work to it.

All of the US spec Stromberg carb and smog equipment (all of which is boxed up and is with the car) has been removed by the previous owner So it now has UK spec twin HS type SU carbs.

New brake calipers and brake pads, new braided brake hoses, new wheel cylinders and shoes, new original type fuel pump and gauge sending unit, new water pump, new motor mounts and new plugs, points, oil and filter.

The body is absolutely rust free and has never been welded anywhere, with just light surface rust on components such as springs, axle, brackets etc. as would be expected from a 45 year old car. The underneath and wheel wells still have most of the green factory paint on them. All of the factory spot welds on the wheel arches and rocker panels are very clearly present. The factory paint under the carpet on the floors is as nice as the paint on the body and has not been painted!

The paint itself is as far as I can tell mostly original, it has had some minor remedial paintwork to the rocker panels and front edge of the hood but this was done only in the interest of preservation to take care of some rock chips that that had become unsightly from the previous owner getting a bit carried away with some red oxide primer that he had dabbed on every single stone chip! But absolutely no rust! Panel gaps and shut lines are as they were the day it left the factory.

It still has the original yellow wax crayon markings on the inside of the hood.

It still had the original US spec tires on it when I got it which I still have and can go with it if needed. It now has a new set of tires on it. The spare wheel and tire are original to the car with the original jack and wheel brace.

The top is new and was a new old stock top that was supplied with the car. The tonneau cover is the original, perfect, dated May 1977. Dash is perfect and the seats are near perfect with just two small places that have been repaired. We have fitted new driver's side footwell carpet and new door panels (we have the originals if needed).

It runs and drives absolutely without fault and I'm sure with only just over 18,000 original miles on it, it is as close to driving a brand new MGB as you are likely to get!

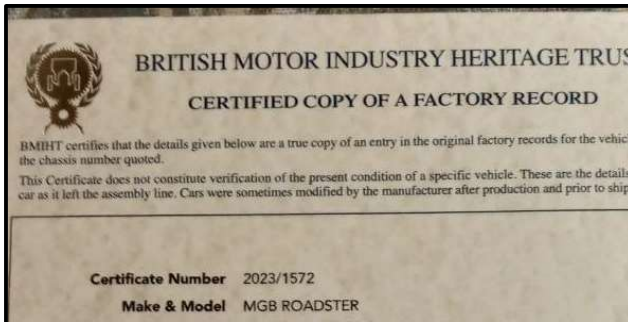
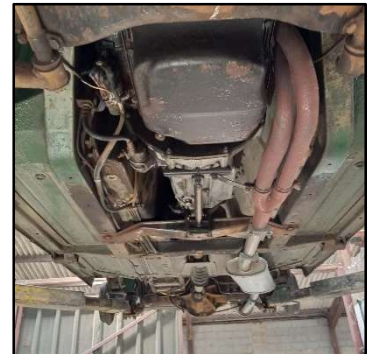
We are asking 18,500 US Dollars.

If anyone is interested, they can either contact me through you or my numbers are:

Cell 01144 7985281524 Home 01144 1983717034

Both numbers should dial direct but remember we are 6 hours ahead of the States!

Alan Mortlock



Leslie Dale's 1972 350SL

Leslie Dale's daughters Stella Templin and Susan Dale are offering for sale this sharp 1972 Mercedes 350SL hard- & soft-top convertible, proudly owned by Les Dale, longtime member of the Memphis British Car Club, who bestowed on this car several ribbons for an "unrestored" car. He kept it maintained and garaged... and only drove it on a pretty day... This car is being offered for 22k... According to Hemmings Nov 2022 Classic Car magazine it's a rare engine and a rare year for the 350SL, and if even a little restored, as of 2022 can be valued as high as \$43,500. Les once was published in a newspaper article in The Commercial Appeal saying, 'It's a fun car, and I'm a fun person.'



Les' daughters say that their neighbor in Oak Ridge TN... Mr. Yount, a scientist at one of the labs, purchased this beautiful 350SL from the Knoxville Mercedes Dealership in 1971 (see sales document) and their Dad had his eye on it for years from across the street! Les bought it from Mr. Yount in 1979, moved back to Memphis in 1980... and drove it for 5 or 6 years as his daily driver, until he realized this was a rare model which would appreciate in value. Since that time, he kept it garaged and maintained and only drove it on a pretty day! Engine in excellent condition, Leather in excellent condition, very clean. This model has air conditioning. Asking \$22,000. Contact Les' daughter Susan for more info and to see the car—919-368-1545.



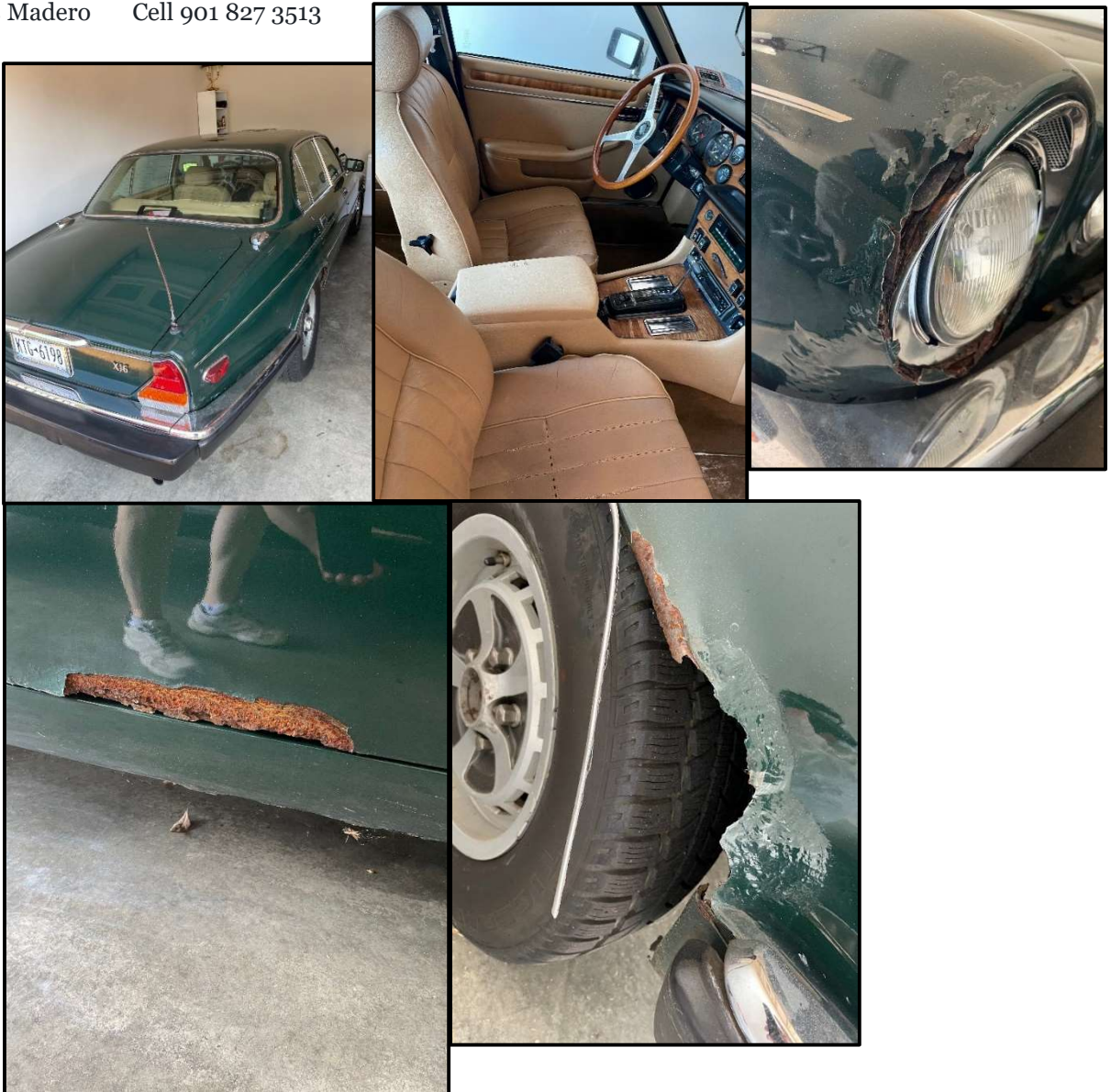
FOR SALE 1987 Jaguar XJ6

Daughter purchased this car while living in New York and invested several thousand dollars (new head gasket, exhaust gaskets, water pump, belts, thermostat) to get it to run reliably, she drove it 1,100 miles to Memphis late last year. She is now in a job that prevents her to continue the project so she has decided to sell it.

The body is rusty in several places (see pictures), and the left gas tank is rusted and not usable. Interior is in good condition, steering wheel appears to be a Nardi, good tires, brakes, AC works. Engine and trans in good working order.

The car has some positives, as I mentioned she had the car worked on in NYC before she drove it here, so mechanically it is all there, although it has now been sitting in a garage for a few months, I do not know if it is drivable. I also noticed the interior seems to be all there, no rips or tears in the leather. The body does have rust and paint bubbling. \$4000.

Sincerely, Carlos Madero Cell 901 827 3513



Another Note from the Editor—One more car from a friend; 1952 MGTD.

The story I'm hearing is that the owner of this car had the engine out or apart to have some machine work done, and passed away before he could get it back together. His family doesn't want the MG and my longtime friend Frank Michael is presently storing the car for them and trying to help sell it. Supposedly an older restoration, the car is solid and straight, and machine work has been completed on a partially assembled engine. Except for the engine, the car is supposed to be ready to go, although it appears family members had a hard time putting up the top.

Anyway, it could be a bargain for a TD. The car is located about 100 miles from Memphis in Mississippi. Frankie is more involved with motorcycles than cars, and is just trying to help the family sell it. For more information, call Frank Michael at 662-457-5500. Price is \$6,000. Tell him Studebaker Bob from the Petit Jean show sent you.



Unbelievable Car Stories

Millionaire rock star Noel Gallagher forgot he'd bought a pristine classic car for £110,000. The former Oasis guitarist was puzzled when a beautifully restored 1967 Jaguar Mark II arrived at his house on a delivery truck. It turned out he had ordered it spontaneously two years previously.

Since then, a specialist company had been painstakingly restoring it for him. At the time he ordered it he had hoped to learn to drive—but never got around to it. He forgot the whole thing. So, he has never driven the classic car he forgot he bought... and it still sits unused in his garage.

Unlucky van driver Ben Baron from Lancashire slowly drove past the speed camera where he had been previously snapped over the limit. That incident had resulted in a fixed penalty fine. Ben was determined he wasn't going to get caught again and he carefully kept under the speed limit.

As he passed the camera, however, he couldn't stop himself making a rude gesture at the hated device... a raised middle finger with both hands. Unfortunately for Ben, this hands-off-the-wheel gesture was caught on film by the same camera. Within days he received another prosecution by post, this time for "failing to keep proper control of his van."

Cruise control is a very popular piece of technology used in most modern cars nowadays. Cruise control was actually invented by a blind man, Ralph Teetor.

Born in Hagerstown, Indiana, in 1890, Teetor had normal vision until one day, when his hand slipped while working with a knife. The blade penetrated his eye and within a year, he was completely blind. However, Teetor never let his condition define him. He quickly developed a highly refined sense of touch; a trait that would benefit him greatly throughout his career.

His father and uncles trained him to be a machinist, and by age 13, Teetor managed to build an automobile of his own design that was capable of traveling 25 mph. Teetor graduated from the University of Pennsylvania in 1912 with a degree in mechanical engineering.

He eventually joined the family business, Perfect Circle Corporation, as lead engineer. Teetor helped refine and improve the company's designs, and his sense of touch soon became legendary around the factory. His daughter once recalled a story about him feeling some new castings and remarking that they didn't vary by more than .002 inch. The castings were measured, proving Teetor was correct.

Teetor's driver had a habit of varying his speed based on whether or not he was speaking, which caused inconsistencies. In response, Teetor began working on an automotive speed control device. He received a patent for the "Speedostat" in 1945. The device was later renamed "Cruise Control," and eventually it became a standard feature in nearly all automobiles.