

Wyres and Tyres

September 2023



www.memphisbritishcars.org
British Sports Car Club, LTD
Memphis, TN



Membership Meetings

Coletta's Italian Restaurant
2850 Appling Road

Mark your calendar—Mon., September 18th
6 pm for dinner—7 pm for our program

Taco Tuesday

Las Margaritas Mexican Restaurant
1805 N. Germantown Parkway
Cordova, TN

Tuesday, September 26th
6 pm (better get there early for a good seat)

BSCC Officers 2023

President

Al Ross

Co-Vice Presidents

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

Club Historian

Carolyn Shepard

Webmaster

Up for grabs

Newsletter Editor

Also up for grabs

HEY, BRITISH SPORTS CAR CLUB MEMBERS! IT'S THAT TIME AGAIN!

IN SHORT, BE A GOOD SCOUT, "BE PREPARED."

HOOA A BATTERY CHARGER TO YOUR CAR, START IT, AND GIVE IT (HER?) A GOOD WASH & SHINE (THAT'S OPTIONAL).

We also need auction items to auction during the show on Sat. Check your garage once you get your car out, head over to Harbor Freight or Northern Tool to grab up a couple of items to donate.

Your contribution to the auction adds a lot to our great event and will be most appreciated!

Memphis Euro-Fest Car Show **Saturday, September 23rd**



Our annual car show of the British Sports Car Club of Memphis! This year's Featured Marque is MG, in recognition of the 100th anniversary of that marque. As in previous years, proceeds from the event will benefit [Youth Villages](#)...

Registration is from 8:00 -10:00 AM at the show site - the Youth Villages Bartlett Campus at [7410 Memphis Arlington Road](#). The event ends at 3:00 PM. Registration fee is \$35 for your first car, \$20 for each additional car.

As in previous years, you can also pre-register at the FREE Friday evening BBQ dinner under the main tent at the show site!

Oil Changing Instructions

Women:

1. Pull up to Jiffy Lube when the mileage reaches 3000 since the last oil change.
2. Drink a cup of coffee.
3. 15 minutes later, write a check for \$40 and leave with a properly maintained vehicle.

Men:

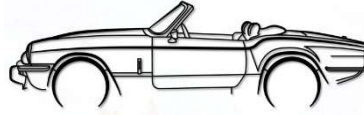
1. Go to O'Reilly auto parts. Write a \$50 check for oil, filter, oil dry (aka kitty litter), hand cleaner and scented tree air freshener.
2. Dump old oil from last oil change in back yard.
3. Open a beer and drink it. Jack car up. Look for jack stands.
4. Find jack stands under kid's pedal car.
5. In frustration, open another beer and drink it.
6. Place drain pan under engine.
7. Look for 9/16 box end wrench. Give up and use crescent wrench.
8. Round off drain plug hex with crescent wrench.
9. Unscrew drain plug with vise grips.
10. Drop drain plug in pan, splashing hot oil on you.
11. Clean up using hand cleaner. Have another beer while oil is draining.
12. Look for oil filter wrench.
13. Give up. Poke oil filter with Phillips head screwdriver and twist it off.
14. Drop oil filter in full oil pan. Clean up a big splash.
15. Beer. Buddy shows up. Finish case with him.
16. Next day, drag pan full of old oil out from underneath car.
17. Throw oil dry (aka kitty litter) on oil spilled during step 16.
18. Beer. No, drank it all yesterday.
19. Walk to 7-11, Buy beer.
20. Apply thin coat of clean oil to filter gasket. Install oil filter.
21. Remove oil filler cap. Drop it down there somewhere.
22. Dump quart of fresh oil into engine. Remember drain plug (step 10).
23. Feel around in full drain pan to find drain plug.
24. Clean dirty black oil from hands (step 23).
25. Install drain plug. Stay out of fresh oil on the floor.
26. Slip with crescent wrench and bang knuckles on frame.
27. Bang head on same frame in reaction. Begin cussing fit. Throw wrench.
28. Hit Miss December 1992 with wrench. Cuss additional 10 minutes.
29. Clean up. Apply Band-Aid to knuckle.
30. Beer. Dump in remaining 4 quarts of oil.
31. Look for lost filler cap (step 21). Give up. Stuff old rag in hole.
32. Lower car from jack stands. Accidentally crush one jack stand.
33. Move car back. Throw oil lift (aka kitty litter) to spill (step 22).
34. Drive car to O'Reilly's. Buy new filler cap and one quart of oil.
35. Open hood in front of O'Reilly's. Remove rag (step 31).
36. Pour in oil. Install new filler cap. Check oil level on dipstick.
37. Go back in O'Reilly's. Buy another quart of oil and a filter wrench.
38. Crawl under car. Tighten oil filter. Burn arm on hot exhaust pipe.
39. Remove new oil filler cap and dump in another quart of oil.
40. Ignore the oil trail made going to O'Reilly's while driving back home.
41. Stop in front of the 7-11 when the old oil filler cap goes bouncing down the pavement. Stock up on beer while there since it's almost time for a spark plug change.

-Larry McCartt



SPITFIRE TRIVIA

■ In the early 60's, the aircraft company Vickers/Supermarine wanted to use the Vanguard name for one of its passenger aircraft. They said in exchange they would allow Standard-Triumph to use the name of one of their aircraft. Standard-Triumph picked Spitfire.



■ The Spitfire's code name during development was "the bomb".

■ Pop-up headlamps were considered on the Spitfire, and one mock-up was made, before it was rejected. A fiberglass body was also considered and rejected.

■ According to Hemmings Motor News, the Spitfire's 24 feet turning circle is the shortest distance of any production car built.

■ The Spitfire was to be originally called the Spitfire 4 but was changed to the Mk1. The badges remained as the Spitfire 4.

■ On original Mk II's boot lids the "H" in TRIUMPH is not in line with the other letters, it is slightly higher.

■ The early (round tail) Spitfires share their windshields with the TR-4, TR250 and TR-6.

■ In 1965, Spitfires came first and second in class at Le Mans.

■ The "Rotoflex" rear suspension as used on the GT6 Mk.2+/Mk.3 was considered for the Spitfire but rejected due to cost reasons.

■ The six-cylinder engine was not fitted to the Spitfire because it was felt it might siphon sales from the more expensive TR6.

■ It is believed that the 1500's rust less than earlier cars, but surprisingly, the cars originally painted brown (Russett) seem to rust the least.

■ It is well known that designer Giovanni Michelotti was responsible for the corporate Triumph look of the 1970's which resulted in the restyled Mk IV Spitfire, but less well known that he undertook the original car's styling, also. His signature can be found in the form of an "M" on the bonnet latches.

■ In the 70's a print advertisement featured a Spitfire car in front of the Spitfire airplane. The ad was not successful due to the fact most looked at the plane instead of the car.

■ Spitfires outsold MG Midgets every year of its production except one. On a related note, in 1974 British Leyland gave Midgets the Spitfire's 1500 engine.

■ The first version of the Spitfire's 1500 engine was fitted to a 4WD drive vehicle for the Israeli Army in the late 60's.

■ The 100,000th Spitfire came off the line Feb. 1968 (a Mk III). The last Spitfire made was in August 1980 and had the VIN number TFADW5AT 009898 in FAB Inca Yellow.

■ According to Feb 2001 "Q" Magazine, **Rod Stewart** said in the early 1960's it was his ambition to own a Triumph Spitfire.

Wants & Gots—

Leslie Dale's 1972 350SL (price reduced!)

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 20k... 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 bought it from a 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 \$20,000. Contact Les' daughter Susan for more info and to see the car—919-368-1545.



ONE MORE REMINDER! DON'T MISS THE 2023 MEMPHIS EURO-FEST!!!

As is our historic custom, we will have BBQ dinner on Friday night (FREE!!), plus your favorite drink.

Your Euro-Fest will start Saturday (the 23rd) morning at 8:00am.

If you come to Friday night's soiree, you can pre-register and save time Saturday morning.

As an additional inducement, there will be coffee and donuts waiting for you on the showgrounds Sat. Morning.



You never know who you might see at Euro-Fest!