



Wyres & Tyres

OFFICIAL NEWSLETTER OF BRITISH CAR ENTHUSIASTS

FEBRUARY, 1988

FEBRUARY GENERAL MEMBERSHIP MEETING
MONDAY, FEBRUARY 8, 1988 - 7:00 P.M.
PANCHO'S RESTAURANT - CLOVERLEAF SHOPPING CENTER
SUMMER AVENUE

NOTE FROM THE EDITOR

You will notice a pleasant change in our newsletter this month. There is an article contributed by one of our members! This really helps me since there are many areas in the auto world that I don't know about or don't understand. If you see or read about something of interest, please drop me a line. If you can't write the article as Jon has, list the main points and I will fill in as necessary. Please try to have your contributions to me no later than the last Friday of the month.

I have also included (without official permission) a column from the December, 1987 issue of the English Motoring Club's OFF-SIDE UNDO. I really enjoyed this column by John Simmers, and know you will too. My apologies to John for not obtaining permission. I hope he doesn't mind.

Your contribution doesn't have to be an article. If you see an interesting advertisement, either current or historic, please send me a copy.

Get the picture? I need your help. I want this publication to be representative of our entire club, and one that you will enjoy reading. Thank you.

DAYTONA, ETC. BY Jon Brody

Good news for racing fans. The TWR-Castrol Jaguar race team consisting of Martin Brundle, John Nielsen and Raul Boesel won first place at the Daytona 24 Hour Endurance Race. In a Jaguar XJR-9 with an average speed of 107.943 MPH the TWR team beat the ever dominant Porsche, capturing both first and third places. The last time Jaguar beat Porsche at Daytona was 1957 in a D-Type - it's about time!

According to E JAG magazine Jaguar sales for the first eleven months of 1986 were 21,707 compared with 20,071 for the same period of 1987. The salesman at Bluff City Jaguar states that the new series XJ-6 is rapidly becoming a hot item. Current prices are as follows:

1988 XJ-6 - \$43,950
1988 VANDEN PLAS - \$47,950
1988 XJ-S - \$44,950
1988 XJ-SC (Cabriolet) - \$50,950
(These are quite limited.)

Each of the cars has increased by over \$3,000.00 since the end of the 1987 model year. You can also add prep charges,

sales tax and excise tax if you want one.

The raffle car is now available for viewing. Thanks to the concentrated efforts of Jimmy Jones and Fact-O-Bake, the XJ-12 has a refurbished interior and new paint. The tickets, still only \$1.00, are also available. The plan to have the car ready early this year is on schedule. We intent to show it at many events, hopefully starting this month. It will require greater club participation and should prove to be fun for those members who like to meet the public and aid children's charity.

The Jaguar Marque is planning several events this year as are the other marques. The first is in March, a cook-out at Hatti Petech's new house. Check the newsletter next month for more information. Please participate in these events. The ones last year were great, and should be better this year with a booth at the Memphis in May Bar-B-Que Contest and a special British car celebration along with the Memphis Belle on Mud Island. The following is a tentative schedlue of events where we would like to show the car. Please call if you can help at any of them.

February 17-21	Mid South Sports Show Convention center
March 19-20	Raleigh Springs Mall Car Show
April 23 <u>or</u> 30	Natchez Tourist Trophy Rallye Vicksburg, Mississippi
April 30 & May 1	Memphis in May Commencement Ceremony
May 7	Memphis All-Marque Pic-Nic
May 13-14	Memphis in May bar-B-Que
May 27, 28 & 29	SVRA Vintage Races Memphis Motorsport Park
May 29	Memphis Belle Car Display

I 'll stop here and the list will continue beginning with June later. As you can see, we have a very ambitious schedule lined up. If you can think of any additional events where we can display the car and/or sell raffle tickets, please call me or a club officer.

Memphis in May is honoring Great Britian this year. Be ready if called upon to participate in events where our cars will be needed (parades, transportation of dignitaries, etc.)

CARS & KITES

Miniature and Model Cars...Kites and Windsocks

January 29, 1988

Dear Sirs:

My store, Cars & Kites, sells miniature and model cars. We specialize in older models. Our lines consist of model cars manufactured and/or distributed by Erumum, Majorette as well as Solido, Rio, Rex, Burago, Vitesse, Gama, Eligor, Verem and Brooklin.

We think that collecting die-cast model cars is a fine complement to collecting full-sized cars. Obviously it's a lot cheaper, and you don't need to build huge garages to store them.

We send our regular store customers our monthly newsletter and advertising circular ("AUTO TAILS"), offering in limited quantities a selected vintage car at a reduced price. We will be happy to send a copy of "AUTO TAILS" directly to individuals in your membership. Tell your members - especially those who might collect die-cast model cars - that if they would like to receive a copy of "AUTO TAILS" to send their name and address to the address listed at the bottom of this page.

The monthly offering will allow someone either to start a model car collection or add to an existing one, in an inexpensive and orderly fashion. By the way, this month's offering is a 1950 Buick Century convertible with the top down, manufactured by Solido. Our regular store price is \$13.75, but until our limited quantity is gone the special price is \$12.35.

If you are interested in this or another car, please call (617) 834-0162 Mon-Fri 12-6, Saturday 9-6. You can call any other time and leave a message on the machine. We will return your call.

Sincerely,

Frederic S. Dorf, Jr.
Frederic S. Dorf, Jr.
Owner, Cars & Kites

P.O. Box 736, 1897 Ocean St., Rt. 139
Marshfield, Massachusetts 02050
(617) 834-0162

ARLO 'N' JANIS



By Jimmy Johnson

THE THIRD TRIVIA COLUMN

First, a question. If Sherlock Holmes had been professionally active during the 1920's, what car would he have driven? I suspect the car would have been a Daimler. Now that I have gotten clear of my introduction I can get to my discourse on the sleeve valve and the incredible sleeve valve Daimler, straight away. Daimler was the predominant British motorcar until the 1930's when the Rolls Royce took over due in part to technological advances peripheral to these of the motor car.

The fortunes of Daimler are irrevocably related to those of the sleeve valve and the petrochemical industry. You see, the early automotive engineer had the choice of either poppet valves with the attendant need for frequent decarbonization or the sleeve valve that actually improved with the build up of carbon and gums from poor petrol and asphalt or been based lubrication oils. The sleeve valve was also silent due mainly to the lack of the clattering lifters also a part of the poppet valve configuration. Only with the reduction of decarbonization intervals, the emergence of better metallurgy, the development of quieter (or better insulated) valve gear, and better quality lubricating oils, did the Daimler become a minor star and eventually a subsidiary of Jaguar.

The English Daimler originated as an expansion of the German Daimler of Daimler-Benz and soon became an autonomous organization. In 1900 the Daimler was selected as the personal conveyance of the Prince of Wales (later Edward VII). The Daimler, with a reputation as a more conservative automobile than Rolls Royce, became the car of the English aristocracy. In fact, the sleeve valve and a subsequent Daimler development, the automatic transmission kept the Daimler the choice of the well to do until Queen Elizabeth took delivery of a Phantom IV Rolls Royce.

Daimler did build some very rapid sporting carriages in the twelve cylinder Double Twelve series. In the Dorothy Meyers mystery stories, that feature Lord Peter Wimsey, all have the Peen driving a sequence of Daimlers. This is to be expected as only the nouveau riche (war profiteers) drove Rolls Royce in the 20's.

To wind this up, a word about Charles Y. Knight of Wisconsin, the father of the sleeve valve. Old Chuck was instrumental in the development of the Willis-Knight and the Sterns-Knight in the U. S., the Argyle in the U. K. and the Minerva in Belgium. All these cars used the sleeve valve engine and offered remarkable performance and silence at the cost of mechanical complexity. The last gasp of the Daimler company in the U. K. was the V8 Daimler SP 250 or Dart. Early examples of this almost great, fiberglass bodied V8 sports car were the terrors of SCCA racing in 1960.

Shortly thereafter Daimler was bought by Jaguar and the SP250 was seen as a threat to the soon to be introduced XKE. The SP250 was dropped and Daimler lives on as a cheap limousine used by all limo rentals in London and as a Jaguar sedan with a traditional fluted Daimler grille shell and license plate light with as much product identity as a Buick.

Next time, finally the story about the way Studebaker beat Bentley at Brooklands and Stutz and Chrysler almost won at Le Mans against both Bentley and Mercedes.

John Simmers
Trivia Correspondant

The above was reprinted without permission from the English Motoring Club's publication "Off-Side Undo", December, 1987 issue.

* REMEMBER - WORLD PEACE THROUGH BRITISH CARS

ALL-MARQUE CAR EVENT

On February 3rd several of our members including Lamar McQuirter, Randy Balogh, Charlie Roberts, Jon Brody and Thom Anderson attended a meeting at Willingham's on American Way concerning the organization of a Memphis wide all-marque pic-nic. Tom Prince is coordinating the efforts. If you want to attend the next meeting, it will be held on Wednesday, March 2nd at 7:30 p.m. at Willingham's.

The voice of Cornwall

The M

Wednesday January 20, 1988

Healey's lead the cortege



Gleaming Austin Healey's led the funeral cortege for Donald Healey who became head of the firm that bore his name.

TWO gleaming black Austin Healey open sports cars, one of which belongs to his grandson, led the cortege at the funeral yesterday of a Cornishman who was a motoring legend.

The cars had been designed by Donald Healey and took their place at his funeral at Perranporth Methodist Church alongside a red Healey 3000 rally car.

People from the motor industry and the motor racing world attended the funeral. Mr. Healey died on Friday, aged 89, after a lifetime of invention and speed.

The Rev. Joseph Ridholls, Minister, who took the service said that despite

being a Commander of the British Empire, a legend in his own lifetime, and a man who mixed with captains of industries, there was "no side" about Donald Healey. He had left Perranporth in the First World War, but came back to set up in business.

Among those at the funeral were six members of the Healey Owners Club who had flown over from America. Former Grand Prix driver Duncan Hamilton also attended.

Mr. Healey's wife died eight years ago after 59 years of marriage. He leaves three sons, two of whom live at Perranporth, grandchildren and great grandchildren.

UPCOMING EVENTS

April 23 - Southaven Car Show. (This listing was inadvertently omitted from the places we want to show our raffle car.) The event is great fun, and we look forward to attending this year. More details will be given in upcoming newsletters and at meetings. Be sure to mark this one on your calendar.

Donald M. Healey



1898 - 1988

He collaborated with Nash-Kelvinator to produce the Nash Healey, then in 1952 dropped an Austin A 90 engine into a new chassis to create the first Austin Healey. The Sprite came in 1958 and the Jensen-Healey came after he became chairman of Jensen Motors in 1970.

Mr. Healey attended several of the Austin Healey Club of America's Conclaves in years past, but was unable to attend the most recent because of his failing health.

Those fortunate enough to meet Mr. Healey characterized him as a "regular guy" who seemed amazed that his Healeys were so popular years after their production had ceased. He was heard to say that some of the restorations he viewed looked as good or better than they did when they rolled off the showroom floor.

Donald Healey's presence will be sorely missed in the auto industry as well as the ranks of Healey owners everywhere.

It is with great sadness that we say good-bye to Mr. Donald Healey.

DONALD HEALEY DEAD AT 89

The automotive world was saddened to learn of the death of Donald M. Healey on January 15, 1988. Mr. Healey enjoyed a long and distinguished career and was indeed a legend in his own time.

He was a pioneer in the industry beginning with a garage business in Cornwall after WWI. His love of speed led him into rallying, and he single handedly won the 1931 Monte Carlo Rallye.

In 1937 he was named chief designer for Triumph and decided in 1937 to build his own cars. He teamed up with Achilles Sampietro and started with a Riley powered prototype and the Healey Silverstone.