

Wynes & Tyres



www.memphisbritishcars.org

The British Sports Car Club, LTD - Memphis, Tennessee

Late June 2020



2020 BSCC Officers

Terry Roberts	President
Jeb Blanchard	V. President
Jerry Farrar	Treasurer
Jim Hofer	Austin Healey Marque Leader
Tom Wilson	Empire Marque Leader
Dave White	Jaguar Marque Leader
Paul Burdette	MG Marque Leader
Jon Brody	Triumph Marque Leader
Chris Irving	Lotus Marque Leader
Joe Reed	Historian
Jim Duke	Secretary

Membership Meetings

Coletta's Italian Restaurant, 2850 Appling Rd.

3rd Monday of each month
6:00 p.m. if you wish dinner;
7:00 p.m. for our program

Mark your calendar

July 20th, 2020 ???????
August 17th, 2020
September 21st, 2020



Quarantine Readings

Jim Duke

Having been a subscriber to 'Classic Motorsports Magazine' since it was born, there are two of their writers I always turn to first – Tim Studdard, and the legendary Peter Brock. The latest issue landed in my mailbox the other day, and to no real surprise, both writers talked about the same subject – the Corona Virus shutdown of car events.



They came at it from different perspectives, though. Studdard, the publisher, addressed the multiple magazine promoted show and driving programs that were cancelled and delayed. Still, though, he gave plenty of attention to optimistic hope for activities tentatively slated for later in the year. Most of his column discussed alternate ways he's been spending time – making great progress on a couple of restoration projects, good news from strong collector car markets, and the free time he's gained for enhancements to the magazine family.

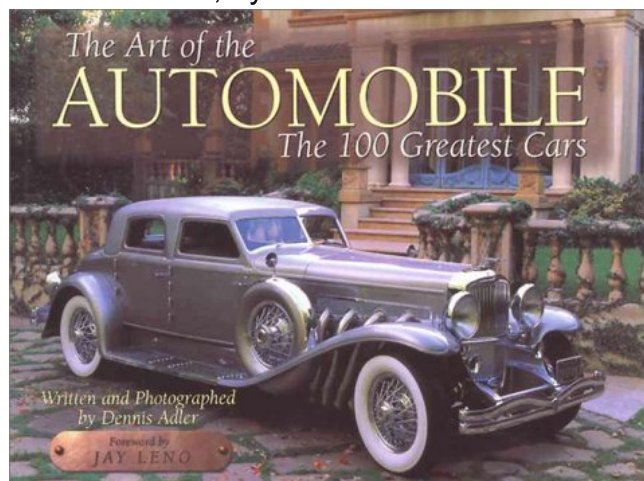
Peter Brock, on the other hand seems to have

been buried in his personal library during the lockdown. Like many of us, he was started down his life's career path by a chance encounter with a book. In Brock's instance, he cites Ken Purdy's "The Kings Of The Road" which he read at age 12. Brock also mentions Griff Bogeson's "The Golden Age Of The American Racing Car" as steering his lifelong motorsport interest.

Several writers have mentioned a 1954 book by Don Stanford as sparking a youthful interest in sports cars, at least sporty cars. Stanford's "The Red Car", the story of Hap Adams, a teenage boy who finds a beat-up MG TC sports car, restores it, and learns the joys of sports cars and driving from the town mechanic, Frenchy Lascelle. I've searched for the book for a number of years but haven't found an affordable copy yet – some of these classic car books fetch eye-watering prices! Checking Amazon just now shows a range of prices between \$320 and \$950 for "The Red Car", youth literature!

Peter Brock's musing about great car books made me take a look both on line, and on my book shelves seeking volumes worthy of recommendation. Here's some you might enjoy during these Covid induced quiet times. Some are 'coffee table' books, most are good reads.

"The Art Of The Automobile – The 100 Greatest Cars", by Dennis Adler



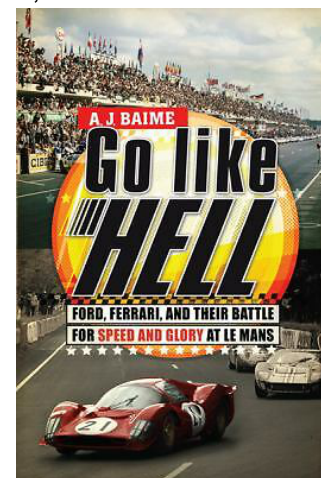
Complete Encyclopedia Of The Motorcar From 1885 To Present, by John Conde

"Go Like Hell: Ford, Ferrari, And Their Battle For Speed And Glory At LeMans", by A.J. Baime

"Jaguar C-Type – The Autobiography Of XKC 051", by Charles Parker and Phillip Porter

"The Bentley Book", by te Neuves

"Leanings", by Peter Egan



"The Art Of Racing In The Rain", by Garth Stein

"The Last Open Road", by Burt Levy (and any of his follow up novels).

There ought to be enough mechanical and artistic meanderings there to get anyone though a quarantine as long as you don't fall into the trap of trying to replicate some of the mechanical restorations or improvements described by the authors.

My Grandad, who thought himeself a poet, said to me, "What rhymes with orange."
"No it doesn't", I replied.

2020 Aprile Foole Rallye Results

On Sunday, June 8th, fifteen BSCC member cars appeared along Canada Road to join in the rejuvenated 'Aprille Foole Rallye'. Thirty persons were contained in the cars:

Jack and Janey Reynolds were first to arrive in their thoroughly modern Mini, followed by Terry and Sandy Roberts with the top up on their Porsche Boxster, then came John & Lisa Dustin in yet another Porsche – a zoomy 911 this time.

Jeff & Tracy Meridith represented the Scandinavian element with their Saab 9-3.

Jaguar was represented by Dave White (with Walt Fisher as navigator) in his XJ-S, Dale & Al Ross in their XK-R, Hiram & Carolyn Shepard in their XK8 (with grandsons Landon & Motto), along with Jim & Sharon Duke with their XK8.



Chris and Pam Irving brought their shiny Lotus Elise.



John & Rita Brody were displaying their Triumph Spitfire, Dennis & Kittye Norris

brought their MG-TD.

Jennifer & David Vondenberger rode in their Toyota Camry; Bob & Cyndi Watkins represented Canada with their Bricklin, and guests Lee &



Kelly Esgru (they'll be joining the BSCC shortly) arrived in their JCW Mini.

After the rallyists (is that a word? Rallyites?) / rallye drivers and navigators were presented with big fuzzy dice and handy compasses, **they were cautioned against wagering and gun play**, and sent forth seeking answers to trivial questions posed by the scenic countryside imposed along the rallye route.

First, north through Lakeland, Brunswick, and Bolton to visit Mudville and curve over to Braden - then, the route zig-zagged through Center Point, Longtown, Lambert, and Gallaway, to end at Hughes-College Hill Park in Arlington.



At the park, we gathered beneath a shady gazebo. There, while the drivers and navigators enjoyed a refreshing bite to eat and to slake heat-sharpened

thirst, Rallye Master Jim Duke quickly checked accuracy of the answer sheets.

Regardless the final scoring, everyone seemed to have enjoyed a good afternoon's drive. Especially noteworthy was the really good member turnout after our long virus-imposed containment. And, it seems none of our British (including Sweden, Canada, and Japan) iron stumbled along the way at least one vehicle was nearly 70 years old, too!

Rather than list all the fabulous prize winners, we'll just note that Jack Reynolds got honors for

arriving first at our start point. Kittye and Dennis Norris were awarded a 'special' (?) prize for the nicest British car – they took home a battered European license plate which was the 'Best British Car' prize in the first Aprile Foole Rallye held in 1987. As a side note, that old award was won by an MG both times – Jack Reynolds MGB-LE 33 years ago, and Dennis Norris 1952 MG-TF in 2020.

Check our website
www.memphisbritishcars.org
for more photos.

In closing, let's take a look at a sampling of the questions posed to the rallye drivers along with some of the answers. The Watkins car produced the most amusing answers offered, so we'll quote some of them.

The Rallye asked, "What is the number of the fire station?" Answer - #1, Watkins answer - #35.

"How many bird feeders are behind the fence?" Answer – 3, Watkins – 12.

"Who is Ronnie Hughes?" Answer – Brunswick Church Pastor, Watkins answer – "wanted for kidnapping."

"What is that thing on the right side of the Loosahatchie Bridge"? Answer – river and rain gauge, Watkins answer – "Necklace of woman who jumped".

"What guards the Drew's garage?" Answer – two lawn lions, Watkins answer – albino peacock.

"What happens to unauthorized parked cars at Prospect CME"? Answer – they are towed at owner expense, Watkins answer – Holy Spirit takes them away.

Clearly Bob & Cyndi Watkins took the Aprile Foole Rallye in the spirit for which it was

intended – FUN.

Even though most answers tended more toward accuracy, everyone much enjoyed the initial post-Covid breakout.

When my granddad turned 80, he said, "Aye, Matey!"

Continental cruising with a Gordon-Keeble.

Charles Wells (Oxfordshire, UK)
Courtesy of the British Iron Touring Club of NW Arkansas

It all began with an invitation to attend a wedding at Holy Trinity Church in Geneva, Switzerland. At the same time the opportunity to display, just one week later, at the Classic British Car Meeting in nearby Morges was also presented, but it had to be in a British car. This placed me in a slight quandary as I would normally have taken my Facel Vega Facellia F2S or BMW 3.0CSL for the trip. Picture a lovely lakeside setting in one of the most picturesque towns on the shores of Lake Geneva. Add several hundred of the finest examples of classic British cars on display. Throw in free attendance for both participants and visitors, plus souvenir prizes for all drivers, and you could come up with a worse way to spend an autumn Saturday.

Problem: although my rally-prepared Austin A40 Farina was more than capable of getting to



Geneva and back without mishap, Jan and I wished to attend the wedding properly attired - fancy hat

and topper and tails - and the Farina just did not have the space, nor the pace, with 77mph representing 5,500rpm.

My Gordon-Keeble (G-K) had to be the car of choice, but was it up for it? With a new set of plug leads, the old having been frazzled a few weeks before whilst queuing to leave the Goodwood Revival, an oil change, and a quick test blast down the local straight, we loaded



the car to the gunwales. It sounded very clackety, and not that well, but with only my trusty Swiss Army knife, Leatherman, mobile phone, and Royal Automobile Club (RAC) membership, I was determined to drive it till it dropped.

Unfeeling? I think not, because if it could make Morges it would be Star of the Show. To my knowledge, no G-K had attended before.

The 160 miles from our home in Oxfordshire to the Channel Tunnel were quickly covered but, upon arrival at the ticket booth, a most considerate fellow traveller advised that the G-K's rear tyre was flat. I had felt nothing. Within ten minutes assistance was at hand and fifteen minutes later, despite considerable difficulty,



the car was on the train - completely free-of-charge. What a service! Somewhat to my surprise, the Dunlop SP Sport spare tyre was in excellent nick and fully inflated, but would

have to be changed prior to Morges for appearance sake, as the other tyres were Avon Turbospeeds.

Once in France the miles began to mount - St. Omer, Arras, St. Quentin, Laon, Reims, Chalons-en-Champagne - but the car was sounding worse and worse. We stopped to refuel at Chepy, a one pump place in the middle of nowhere that wouldn't accept credit cards: twenty-two imperial gallons drained us of all our cash. Also, a quick look at the dipstick revealed no oil. We limped on to La Chaussee-sur-Marne for the evening's halt. Tired and somewhat concerned, some 340 miles from home, the Clos de Mutigny was a welcome haven. The food and wine were good as well.

The following morning, with the car feeling much healthier for some reason, we headed to Gray for lunch: a pretty town but a gastronomic desert; we settled for a very poor, local salad.

Geneva beckoned. We went hard - Dole, Poligny, Champagnole, Col de la Faucille, Gex - and, due to a wrong slot, hit Geneva at the worst possible time: the end-of-week rush hour.



The temperature mounted, and with the needle banging on the stop I pulled over into the first available parking spot on the Quai du Mont Blanc. Tentatively, I raised the bonnet. Yet again, like at Goodwood, the nearside electric fan had failed and the fuse box cover had melted. With my posterior dangerously exposed to passing traffic, I struggled with Swiss Army knife and Leatherman to prise off the molten cover.

700 miles into mission, I was ready to pack up and go home. Jan, however, is made of sterner stuff and called our son at home. The Royal Automobile Club was quickly upon the case: however, despite their best efforts, it seemed there would be no aid until Monday - Geneva garages do not operate over weekends.

What to do?

To be continued.....

I've discovered that my granddad's relationship with whiskey is on the rocks.

Wyres & Tyres is a publicaion of the British Sports Car Club, LTD
P.O. Box 38134
Germantown, TN 38183-0134

www.memphisbritishcars.org

You may contact the editor at:
dukemeteo@gmail.com
or
901-428-6905



FRANK & TROISE

Great Moments in Automotive History
Sept. 1, 1968

First unsuccessful attempt by the British automotive industry to recapture the American market.

