

Wynes & Tyres



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The British Sports Car Club, LTD - Memphis, Tennessee

Mid October, 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

For Now, write TBD on all calendar pages!!!



Updates and News

Saturday, October 17th - Edge Motor Museum's Fall Motor Fest
645 Marshall, Memphis (just up the street from Sun Studio)



Registration begins at 8:30 a.m. and will end around noon

The BSCC will have an area of reserved parking, enough for fourteen cars, directly across the street from the Museum. Park at a 45 degree angle, facing out. More spaces can be made available if we arrive early - before 10 a.m.

When you arrive you will find Marshall Street closed from Orleans to Madison - except for our cars.

Registration is \$15, and there's at least twice that much value in the goody bags.

Bob Watkins says, "A couple of BSCC members have volunteered to help with the show. A big thanks to them, but if anyone else is willing, it would be greatly appreciated. You will not be asked

to help with either registration or judging, 'cause I know these jobs are positions folks like to avoid!"

This will probably be the chief fall outing for the BSCC because the plague has thwarted all other efforts and venues. So, take advantage of the nice fall weather and come on out.

Bob Watkins also says, "I truly want to thank all the BSCC members who showed up at Trezevant Manor a few weeks ago. The facility really made it out to be a big deal, but I bet there were more participants than spectators. Regardless, if it hadn't been for BSCC members, we would have had only 3 cars, so THANK YOU VERY MUCH!"

You can reach Bob via watkinsfollyj@aol.com



RIP - Don Hayter 1926-2020

By Greg MacLeman



Don Hayter, lauded automotive designer pivotal in the creation of the MGB, died 9 October 2020, at the age of 94.

Beginning his education at Abingdon School in Oxford, Hayter won the Bennett Scholarship to Pembroke College before taking an apprenticeship in aircraft design at the Pressed Steel Company in Cowley, following the

outbreak of WW2.

As well as working for a number of aircraft manufacturers, Hayter penned engineering drawings from a scale model that would go on to become the ZA Magnette.

By 1952 Hayter had taken a position at Aston Martin, contributing to work on the DB2/4 and Lagonda, before returning to Oxford ahead of the firm's move from Feltham to Newport Pagnell, becoming a draughtsman at MG.

He arrived at Abingdon during the early years of MGA production and began work on the Twin Cam, designing, among other things, the exhaust access panels, before being given the task of readying the Coupé's body for full-scale production.



His greatest achievement, however, was the MGB. Hayter worked on EX205/1, a fastback sitting on an MGA chassis, before tackling the



EX-205

monocoque EX214/1, which included a number of elements that would appear on the production MGB.



EX-214

Once the MGB received the green light, he was again charged with making the model production ready, as well as fettling the final designs of the hood, windscreen and dashboard.

A number of other projects followed the MGB success including the SSV-1 safety car and the shell of the MGC GT racer, before he was promoted to Chief Design & Development Engineer in 1973; Hayter had been with MG for 30 years by the time the Abingdon factory closed in 1980.

Though his work with sports cars was done, Hayter became involved in the manufacture of medical equipment, and began putting his



expertise to use designing mobility solutions for sufferers of cerebral palsy and motor neurone disease.

When MG's Abingdon factory closed in 1980 he sold himself an unused 'development' bodyshell (for £939.55) and 3.5-litre V8 engine, then built himself the only factory-made MGB V8 roadster (factory V8s were all GTs), the last MGB to leave Abingdon.



Hayter and his V8 Roadster

Although the MGB was eighteen years old when MG was unexpectedly closed, Don and his team had been working on an update for the profitable US market using the O-series 2-litre OHC engine (including a very quick O-turbo), larger brakes and other modifications. Twenty or more redundant pilot-build bodyshells were left from this project and it was one of these that Don bought; identifiable because the inner-wing was reshaped for fuel injection.

The car also features the first MG-badged rocker

covers cast, which had been left unused in the development department. While in Don's ownership, his MGB-V8 appeared in many magazines and TV programs, including an episode of Clarkson's Car Years.

He remained a passionate MGB enthusiast for many years, regularly attending events in his own BGT V8, and becoming Honorary Vice President of the MG Car Club in 2001.



What's Your British Car Worth?

Not that we'd ever even think of selling, but do you ever speculate about the value of the British car living in your garage? And, if you suddenly chose to part with your cherished ride, how do you get a good estimate of what it would bring?

Haggerty Insurance offers a free online valuation guide which will give a fair market estimate of your car's worth. Go to <https://www.hagerty.com/valuationtools> and take a look. You'll need to sign up for free access, but it seems a non-intrusive trade for the information.

But, how accurate is the valuation guide? We can check by looking at recent online auction results at Bring A Trailer, the very successful online car auction site. For that go to <https://bringatrailer.com/auctions/results/> and enter in the kind of car for which you're seeking information.

As a start, here's a handful of cars, their valuation, and recent auction results. The terms 'Concours', 'Excellent', 'Good' refer to Haggerty's rated car condition.

Car	Concours	Excellent	Good	Sale Price & Date	
1967 MGB Roadster	\$29,800	\$20,100	\$10,100	\$16,400	7/30/2020
1963 A/H BJ7	\$104,000	\$76,100	\$42,600	\$37,000	6/4/2020
1968 Jaguar E-Type	\$164,000	\$117,000	\$68,200	\$71,000	6/2/2020
1973 Triumph TR6	\$36,900	\$23,600	\$13,300	\$23,250	7/30/2020
2005 Jaguar XKR	\$31,500	\$21,500	\$17,600	\$17,500	7/23/2018
1973 Jensen Healey	\$22,800	\$15,000	\$7,500	\$10750	6/11/2020
1963 Morgan +4	\$62,300	\$44,900	\$29,900	\$29,000	8/4/2020
1977 MGB Roadster	\$20,100	\$14,700	\$6,300	\$4,750	2/13/2020

MGB – 1962 through 1980

- 1962 MGB Roadster production began with a 3-main bearing 'B' series engine
- 1963 A Laycock overdrive became available as did a fiberglass hardtop as options
- 1964 No change
- 1965 Five-main engine introduced. Gas tank was expanded from 10 gallons to 12 gallons, external door handles changed from pull-out to push-button. Jaeger gauges were replaced with Smiths.
- 1966 MGB-GT was introduced
- 1967 Front anti-sway bar was made standard, reversing lamps standard, Salisbury rear axle on roadster.
- 1968 Padded dash, electrical ground changed from positive to negative. All four gears gained synchromesh. Initial emission control equipment added.
- 1969 Ignition changed to steering column and reclining seats with head restraints became standard.
- 1970 Grille changed to recessed, split bumpers, rubber buffers added to over riders, oil filter came spin-on. Side marker lamps and rostyle wheels added.
- 1971 Pack away removable top changed to folding top. Self-retracting seatbelts became standard along with telescoping bonnet and boot stays.
- 1972 Toggle switches became rocker style.
- 1973 Grille changed to black mesh with a vertical bar. Interior arm rests added. Windscreen wipers changed to black matte. Radial tires became standard.
- 1974 MGB-GT no longer available in the U.S. Twelve-volt battery replaced dual six-volt units.
- 1974 ½ Ride height raised approximately 1-inch and rubber bumpers introduced.
- 1975 SU carburetors replaced with a single Zenith-Stromberg.
- 1976 Electric radiator fan added and a catalytic converted became standard, beginning in California.
- 1977 Revised dash and center console. Radio speakers added to doors. Clock added to dash. Steering wheel became a smaller four-spoke version.

1978 No Change.

1979 No Change.

1980 LE Edition offered & speedometer changed to 80 MPH version.

October 22, 1980 – Last roadster manufactured.



Morris was going through an old drawer, and discovered a ticket for the cobbler shop, dated about 40 years ago.

He remembered having brought in his spare loafers to get new heels, so many years ago, and somehow he had forgotten all about them.

"I wonder if old Gelbstein still has his shop? It's been so long since I was even in that part of the city."

So Morris goes down there, and to his amazement, Gelbstein's Shoe Repair is still there, and through the window he actually sees old Mr. Gelbstein behind the counter.

He was sure that the shoes would be long gone, but it wouldn't hurt to ask, so he walked into the shop and greeted the old man, and showed him the 40-year-old ticket.

"You wouldn't by any chance still have these shoes, would you?"

Gelbstein took the ticket, said "Let me check," and toddled off into the back. Then he called out, "Here they are!"

"Man, this guy is amazing," thought Morris. Gelbstein comes back out and gets behind the counter.

He hands back the ticket to Morris, and tells him, "They'll be ready on Tuesday."

MGB Windscreen Replacement

Like several of us, I've replaced the windscreen frame onto an MGB body and found it a formidable task. There are some tips which can make the job easier (not easy, just easier!).

Here are some.

Lining up the four bolt holes that hold the frame in place is especially troublesome, particularly when the dash is in place (e.g. most of the time!) and you're doing it by feel alone. Replacing the regular bolts with tapered versions is a step in the right direction. You only have to get the holes partially aligned to start the bolts, which will then pull the frame into full alignment as the bolts are tightened.

Appropriate bolts are GM part number

3986997 or 14011711. They were used to hold frame hinges to the fenders of many GM cars in the 1970s, so you can grab them up at wrecking yards if the local dealer or body shop can't supply them.

Getting the windscreen frame into place and holding it there while the bolts are started is nearly impossible if the frame to body seal at the bottom of the windscreen is new. Absent having three men and a boy, you can use quick-adjust clamps to pull and hold the frame in position.

Here are photos illustrating how to position the clamps.



Finally, you can gain access to the most difficult bolt head by removing the small blanking plate on the upper left corner of the dash – the handle of a 3/8 drive ratchet fits nicely through there.



Remove this blanking plate



A very religious Christian man went on safari in Africa. When he was there, he encountered a huge lion.

The man didn't have a gun and there was no way he could outrun the lion. So, he did the only thing he could do. He got on his knees and prayed "Dear God, I was always a good Christian. Will you perform a miracle and give this lion some christian feelings".

That moment, the clouds parted and a beam of light came from above and touched the lion's heart. The lion raised his paws to the heavens and loudly prayed "Thank you Lord for this meal I'm about to receive."

Mustang Car Show

On Oct 3rd, the Memphis Mustang Car Club hosted a car show open to all makes at the Wolfchase Mall.

It was a beautiful day with warm temperatures and sun. Over 130 cars entered the show with a lot of everything besides the Mustangs.

Two of our BSCC members had their cars on display - Paul Burdette with his MGA and Bob Watkins with his Bricklin. I think this must have been the biggest car show in Memphis so far this year!



Next up is the Edge Car Show on October 17th, Hope for good weather and bring your British car to enjoy the day. and checkout the latest displays at the Edge Museum which is a great little car museum.



Beer From A Car?

British brewer Morland's Old Speckled Hen ale took its name from an MG car which was used as a run-about for workers in the MG factory. Over years of service, the car became covered in flecks of paint, gaining it acclaim in the town and earned it the nickname "Owld Speckled 'Un".

An alternative history of this car is that it was ordered from the factory in 1929 with that "flecked" paint scheme (gold flecks over black on the "canvas" portion of the body) by a lady who lived in Abingdon-on-Thames and was well-known to residents and patrons of the pub there. It was probably a model 14/18, and there are photos of it with a fashionably dressed woman in the driver's seat. And only the canvas-covered bodywork has the flecked paint. The roof, glass, bumpers, wheel spokes, grill, etc. appear to have no flecks or overspray.

Daniel O'Leary (brewer and former cooper), had developed the recipe for an ale in his garden shed in Abingdon and his recipe was then used when the Morland brewery decided to release a celebration beer for the 50th anniversary of MG's Abingdon factory. It was brewed at a gravity of 1050 (translates to high alcohol content) to denote the 50th anniversary. 25 barrels, 1200 dozen half-pints bottles, were produced, mostly for the promotional activities at

MG, but also for limited distribution to Morland affiliated pubs in the Abingdon area.

What had been produced as a one-off celebration brew, proved so popular that a second batch had to be brewed in time for the main celebrations which were to be held in Abingdon over the weekend of the actual anniversary.



After the MG factory moved in 1980, production declined and Old Speckled Hen was almost exclusively available in pubs operated by Morland. Within a few years, however, Morland took another look at ale production, reviving Old

Speckled Hen and launching the draft version in 1990 with considerable success. Old Speckled Hen proved to be a beer that Morland could market internationally.

Terry Symonds, head of RPG Design, designed Old Speckled Hen's new label which was based on the MG Octagon to show the link between



MG and Morland. After having researched the brand, he discovered that pub owners were often asked about the name, so he suggested carrying a label on the reverse of the bottle that would tell the story.

The Hen has been exported to over 40 countries, including Singapore, where 200 pints a day are sold in a single pub. In the USA, it is available in 32 of the 50 states and reportedly popular in New York City. Old Speckled Hen is also available in Australia, Belgium, Brazil,



Canada, Denmark, Finland, France, Ireland, Italy, India, New Zealand, Norway, Peru, Spain, Sweden, The Netherlands and Russia.

Morland hasn't rested on its feathers. They have created variations on the Old Speckled Hen theme - Old Crafty Hen is a 6.5% ABV 'super premium' version of Old Speckled Hen. Crafty Hen is significantly stronger than Speckled Hen,

having been matured for several years, giving it a less pronounced flavor that varies from one batch to the next. Next came Old Golden Hen, launched in August 2011, it is a light golden ale. Crafted by the master brewer of "Old Speckled Hen", this light golden beer is brewed using pale malts and Tasmanian Galaxy hops giving a light golden color. A year after being launched in 2011, Old Golden Hen won a Gold Quality Award at the 2012 Monde Selection's World Quality Selections. Having seen the rise of hoppy craft ales in the U.S., Morland launched Old Hoppy Hen a hoppy pale ale in 2014. It is made with pale and crystal malts, as well as rye malt, and Chinook hops.



This issue didn't start out to be all MG. But, after Don Hayter's demise your editor, who briefly met Mr. Hayter in 2006, considered it appropriate as a one-off memorial to a fellow so integral to the MG story.

Let's lift a glass of Old Speckled Hen in his honor.



Have you ever woken up, kissed the person beside you and thanked the Lord you're alive?

I did and apparently I will not be allowed on that airline ever again.

Wyres & Tyres is a publication of the British Sports Car Club, LTD
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