

Wires & Tyres

November 2020



www.memphisbritishcars.org

British Sports Car Club, LTD Memphis, Tennessee

BSCC Officers 2020-2021

President	Terry Roberts
V. President	Jeb Blanchard
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
Secretary	Jim Duke

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!!!



Latest News & Updates

The BSCC Board of Officers, meeting via email message have made the following decisions -

1) Covid Relief: All members in good standing (meaning 2020 dues paid) will be considered to have paid dues for 2021. That's right folks, a two-fer, a BOGO! The Congress isn't the only source for Covid relief; just like money in the BSCC bank, your 2021 dues are paid! Woo Hoo!

But, you should mail your 2020 dues to BSCC, PO Box 38134, Germantown, TN 38183-0134 if you haven't done so already. Dues are (were) \$30, and make sure to indicate from whom the check comes.

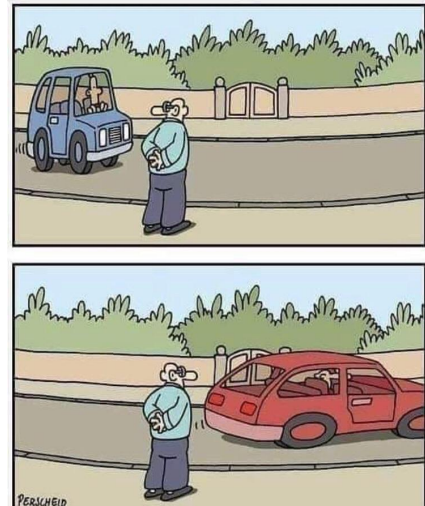
2) National health leaders (NIH, CDC, etc., but not Doctor Phil) say the Corona Virus will remain a major threat for months to come. In light of their projections, the Board has elected to cancel / forego all BSCC activities for the balance of this calendar year, and to revisit the issue after January 1, 2021.

3) The existing slate of Officers have all agreed to stay on through 2021 rather than try to recruit candidates and conduct an election in November. However, please feel encouraged to speak up if there's a position you'd enjoy filling - just shoot an email to a) memphisterry9@gmail.com, or dukemeteo@gmail.com if you want to volunteer.

As a reminder, existing BSCC officers and positions are:

Terry Roberts, President
Jeb Blanchard, V. President
Jerry Farrar, Treasurer
Joe Reed, Historian & Web Master
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
Jim Duke, Secretary

Only physics students will understand...



4) The Board has adopted a recommendation that the BSCC make a \$500 donation to Youth Villages in lieu of proceeds from our cancelled 2020 EuroFest, and in honor of their great support of the BSCC over the past several years.

Finally, I hope you will agree to wish 2020 a swift departure!



Edge Motor Museum's Fall Motor Fest

Bob Watkins hoped for good weather and a good showing of cars for the Edge Motor Museum's Fall Motor Fest.

Saturday, October 17th made his wishes come true. Gorgeous autumn sunshine and loads of colorful, shiny cars filled Marshall Avenue from the intersection with Orleans St. nearly to High Cotton Brewing. All kinds of motor vehicles were on display – from the Oscar Meyer Weinermobile to a rat-rod GMC



flat bed, from late model tuner cars to ricers, from nifty 50s classics to rumbling street rods, from a Formula Continental racer to our British

sports cars.

Unsure the size of turnout the BSCC might muster, Bob had arranged fourteen parking slots for us. While I didn't count them, there were more than fit in the reserved spaces.

BSCC cars ranged from Hiram



Shepard's MGA-twin cam to David Brand's Austin Healey Sprite. We even shoe horned a bit of German iron (Bill Craven's Opel GT) in the mix along with a TR6, a couple of beautiful MGBs, Jim Hofer's lovely red big Healey, Jack Reynolds late model Mini, Chris Irving's Lotus Elise, Jim Duke's Jag XK8. Rounding out the BSCC stable was Pam Irving's Suzuki Cappuccino and Jon Brody's Maserati Khamsin.

Based on popular choice voting in several

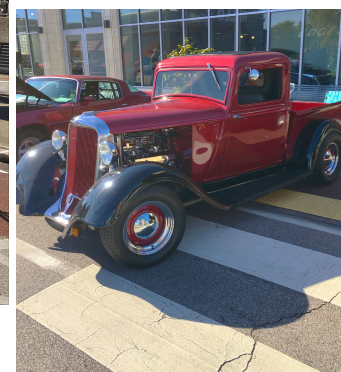


broad classes, Hiram Shepard took home 'Best In Show' for his twin cam. On the other hand, Bill Cravens had the dubious honor of taking second place for cars from 'Independent' manufacturers – losing out to a rather crusty (is that called patina?) AMC



Gremlin that needed a new exhaust and lots of rust repair.

Bob Watkins, and the Edge Motor Museum gave the BSCC not only a beautiful day out, but probably the premier club outing of this dreary 2020 – Bill Craven's disappointment notwithstanding.





Dreaded Gremlin



Restomods

Walking through the Abbingdon MG Works factory, Ken Costello spotted an unfamiliar aluminum-alloy V8 engine sitting on a shipping pallet. Already a well-known MG Engineer, and race driver, Costello realized that it could fit in the engine compartment of an MGB-GT. With unauthorized help from other MG engineers, he soon had a V8 MGB on the road.

The aluminum V8 actually improved MGB handling because it was 40 pounds lighter than the cast iron four cylinder B-series engine it replaced. Power was boosted to nearly 140



HP, and torque to nearly 200 lb.ft. Fuel mileage improved, too.

Hmmmm

faster, more nimble, more power, improved gas mileage.

Can't have that! British Leyland decreed that

MG would continue with the antiquated B-series four banger.



Automotive collecting circles seem to adhere to BL's approach.

Your car isn't

accepted if it departs from tradition. Pebble Beach would shun a Bugatti Aerolithe if it were altered to include modern brakes and tires. The very early MGB restored by an acquaintance was accepted at Amelia Island only because it was a just finished 1000-point concours restoration. Swapping a modern alternator for a classic's tired old alternator would produce a pearl-clutching swoon.

Classic, restored cars are beautiful. Most represent the very highest of automotive art, many also represent the pinnacle of automotive engineering at the time they were produced. They are literally rolling classics of

art, architecture, and engineering. Only they don't roll, at least not much, and for good reasons. Just imagine the capital loss if your 1931 Pierce-Arrow 41 LeBaron Cabriolet were t-boned by a teenager on her cell-phone, not to mention the criminal charges you'd probably face from the aftermath.

Risk of road damage isn't the main reason classic cars are garage queens. No, owners avoid the open road because most classics are neither fun nor safe on today's roads. Just imagine sitting on a July afternoon in your 1953 Gullwing at the end of a six-mile long traffic jam on I-40. No A/C, poor



ventilation, lots of greenhouse effect, steering that's light at speed but stubbornly heavy while creeping along. Even at speed, the drum brakes and rear swing axles can't compete with that Ford Explorer in the other lane.

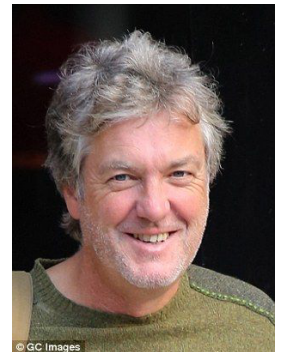
Here's the deal - it's one thing to admire the looks of a classic car and drool over its styling, but it's another thing to drive one. Floaty suspensions, drum brakes and heavy feel-free steering make them positively scary to drive in traffic. Take the word of someone who has, in the face of busy cross traffic, blown through a long-red traffic light when the inadequate brakes on a classic Rolls Royce surrendered. You really have to plan far ahead for all events. Even an Auburn boat-tail roadster starts to look unattractive when you consider that they didn't

have power steering or brakes.

The late, motoring journalist Russell Bulgin complained long and hard about classic cars. He thought they were uniformly rubbish. Captain Slow (James May) asserts we just don't realize how lucky we have it with our modern automobiles. Cars from before about 1990 were not as reliable, or as safe as today and required



regular and quite specialized service. Back then, car makers didn't know (or care) as much about longevity, combustion efficiency, low-friction coatings and drive-train design, safety structures, steering and suspension geometry, braking, or corrosion protection. Oils and lubricants, friction linings, electrical connections, tires and even the fuels you put in the tank, simply weren't as good as today's.



Wrenching on our British iron is part of the fun of owning an old car you might say, except for many of us it's not. It's one thing to check oil level and tire pressures before heading out, but quite another pulling a Laycock De Normanville overdrive unit apart. Those tasks call for mechanical and engineering expertise most of us don't possess. It's hard to even find professional mechanics who offer that skill level.

The market, or at the least dealers and auctioneers most prize strict originality in old cars these days. That originality often consists of a car that looks as though it just rolled off the production line, a look usually achieved by fitting new, non-original parts. However questionable the originality is, does

it include the sort of glaring mistakes designed and original to many old cars? What about open rust boxes in the chassis, or leaking cabins and rubbishy windscreen wipers? I'm thinking of all the things that Bulgin cited all those years ago, the potentially dangerous suspension, inadequate brakes and hopelessly optimistic cooling systems?

I suspect most of us would take the view that what the eye doesn't see the heart won't grieve over, but how far do you take this modernization? Who wouldn't want a completely remodeled Eagle E-Type Speedster with its \$700,000 price? Or how about an



Emory Outlaw RS Porsche at \$400,000?

While the above cars are at the top tier of the restomod (a term that grates on my ear) pyramid, even if you can't and wouldn't want to afford that sort of check-book modification, aren't we all guilty of doing similar if only on a smaller scale?

How about installing enhanced brakes on your classic? Or an electronic ignition? Or modern tires?

As the name implies, restomod is a combination of "restoration" and "modification." Restoration requires using all original parts to restore a car back to factory specs. Restomods are restorations that also use aftermarket parts not available from the factory. Many restomod parts fit like stock but provide more capability, performance, and comfort.

The great thing about restomods is that you have, depending on your pocketbook, complete freedom. You can choose how much you keep stock and what you modernize. Perhaps you want to keep the appearance as close to factory as possible but want a stronger more dependable engine under the hood - Drop a BMW engine into that Jag.



Restomodding gives you the ability to restore and upgrade as much as you want.

Although the spectacular restomods listed earlier may just share a body with the original, the modifications done by ordinary enthusiasts center around a few critical components.

Transmissions – Newer transmissions shift more smoothly and have more gears, but their biggest advantage is their overdrive gears. These allow low engine speeds on the highway, improving fuel economy while reducing noise and motor wear.

Disc brakes – Like a new transmission, a new set of brakes offers numerous small

improvements overshadowed by one major advantage: The fade-free, moisture-resistant performance of disc brakes compared to drums.

Suspension – While a coil-over independent suspension is out of reach for most cars, minor improvements like polyurethane bushings, stronger A-arms, sway bars, and Panhard bars not only help around turns, but also keep the car going straight at full throttle.

Entertainment – Vintage-looking head units have long been a staple of usable restorations, but the ubiquity of media players and smartphones means audio options can be expanded by adding a hidden input plug.

Wheels and Tires – Wire wheels may offer a certain panache, but can bring leaking tires, a wobbly ride, and make tire service hard to find. Many drivers of classics opt for after market minilites or similar. While changing to bigger



wheels allows for modern performance tires to be fitted.

The restomod is fairly new to the collector car scene, but actually we've been doing it for ages. And, it offers a real counterpoint to the "survivor" craze.



I've developed a severe fear of elevators, but I'm taking steps to avoid them.

Interview with Racing Legend Paddy Hopkirk

Special to MG Driver

John Hunt, MG Owner's Club of Northern California

Paddy Hopkirk, MBE, shouldn't need any introduction. Paddy and co-driver Henry



Liddon put Great Britain and the Mini Cooper 'S' on the world's center stage with their David vs. Goliath victory in the 1964 Monte Carlo Rally, edging out a Ford Falcon

and beating 119 other cars. After the victory, at the height of Beetlemania, the Beetles sent him an autographed picture saying, "You're now one of us, Paddy!"



Over the years many racing fans have wondered where Paddy got the idea for his signature hand-brake turn. Turns out it goes back many years to his childhood in Belfast, Ireland. A local priest, in his will, left Paddy a motorized wheel chair in which Paddy learned the basics of car control. It also had only one way to stop – a hand brake. And, with that as a foundation and having the powerful, light-weight and versatile Mini in his hands, the hand-brake turn was born.

The Mini was produced by the British Motor Corporation (BMC). BMC's competition department, based at the MG Works in

Abingdon prepared and maintained the Mini. As a BMC team member, Paddy raced many other BMC cars, including the MGB during the 'Swinging Sixties'. Paddy has become an honorary member of the MG Car Club of England, since then.

John Hunt: "You raced the MGB a number of times at 12-Hours of Sebring in the early 1960s. What was the Sebring experience like?"

Hopkirk: "Sebring was a 12-hour endurance experience around an airfield with many different types of cars, so a real dolly-mixture



event. It was great fun, however with such a variety of cars and drivers (including Steve McQueen and Carroll Shelby, plus all their girlfriends) and we were all racers. The social side of the race, away from the track was great fun, too. You probably won't like this, but we viewed MGs as reliable tractors. Not the best handling, but very strong and reliable, and meticulously prepared by our wonderful team of diligent mechanics from Abingdon."

Hunt: "No offense at all with tractor reference. MG has a great record of outlasting bigger and strong cars on the track. Besides, Aston Martin and Lamborghini both have roots with tractors.

In 1968, you raced the Targa Florio in a steel-bodied MGB-GT where you and Andrew Hedges placed second overall next to a fiberglass-bodied Porsche Carrera Six, an outstanding result. What are a few aspects of the race that you remember?"

Hopkirk: "Targa Florio was a great race for rally drivers as it was just like one long special stage. It was a difficult course to remember, 40-plus kms. Andrew and I went out a few days before for practicing and painted the kilometer stones with rally note signs defining the corner speeds – F=flat, M=medium, etc. The Lancia team copied us, and the night before the race marked our stones with their own Italian language signs, so our work was in vain.



Also I raced an MG at Bridgehampton in the US. Probably 1964 LeMans was Andrew and my best result. We won the Motor Trophy for highest placed British car and averaged 99.9 mph for the 24 hours – 139 mph on the Mulsanne Straight – the car had a streamlined body nose.

Very happy memories with MGs for simplicity and strong reliability.

Hunt: "You often raced with Andrew Hedges. Although he was a great driver, not much is written about him, other than he was born in Oxfordshire, in South Moreton, near Abingdon. When not racing cars he was part of the British Olympic bobsled team in the 1964 Winter Olympics. Could you share a few insights?"

Hopkirk: "Andrew sadly died some years ago but he was a great character and actually introduced me to my present wife, Jenny, in London in the mid-sixties. So, sharing with Andrew was like going on holiday.

Hunt: "Paddy, many thanks for sharing your memories and insights."

Paddy Hopkirk is very active today, and he is always giving back to the motor sport community and a number of charities. For example, he is currently serving as Vice President of British Racing Driver's Club, along with Damon Hill, OBE; Nigel Mansell, CBE; Sir Jackie Stewart, etc. He also supports Kop Hill Climb events which raises funds for grants to



various charities in Buckinghamshire. On the professional industry side, he is a brand ambassador for Mini Munich.

If you have Amazon Prime, you can watch Paddy take the wheel of a Mini with AC/DC-front man and fellow

petrol head, Brian Johnson in his 'Cars that Rock' series.

And, if you would like to heel-and-toe properly, you can add a Paddy Hopkirk throttle pedal to your car. If you drive a Mini, go to Mini Sport at www.minisport.com and for various other British models they are available via Moss Motors at www.mossmotors.com. Resources to keep your Mini or BMW safer are available, check out McGard wheel security locks – Paddy is an ambassador for them – www.mcgard.co.uk.



History of Lane Motor Museum



<https://www.youtube.com/lanemotormuseum.org>

In 2002, Jeff Lane established Lane Motor Museum. Jeff has been an automotive enthusiast since an early age.

He began restoring his first car—a 1955 MG TF—when he was a teen. His personal collection was the donation that began the foundation. Lane Motor Museum unveiled its collection to the public in October of 2003.

As director, Jeff Lane continues to search out cars for the collection that are technically significant or uniquely different. The goal of



Lane Motor Museum is to share in the mission of collection and preserving automotive history for future

generations.

The Museum is a non-profit 501(c)(3) organization.

Lane Motor Museum is one of the few museums in the U.S. to specialize in European cars. It is a working museum with the goal of maintaining all vehicles in running



order. Some cars are in showroom condition, while others represent typical aging. Efforts are made to restore each vehicle to near-original specifications.

The Museum has been developed in a well-

known Nashville landmark, the former Sunbeam Bakery at 702 Murfreesboro Pike. Home to the bread company beginning in 1951, the 132,000 square-foot facility was the largest and most modern bakery in the area at the time of its opening. The bakery building, outfitted for the museum's needs but left with many of its original characteristics, has a high ceiling, natural light, and hand-crafted brick and maple wood flooring. The architectural style complements the age of the cars represented. The main floor has approximately 40,000 square feet of open space, ideal for displaying the collection.

A guy walks into a bar and finds a horse serving drinks. The horse asks, "What are you staring at? Haven't you ever seen a horse tending bar before?"

The guy says, "It's not that. I just never thought the parrot would sell the place."



Wyres & Tyres is a publication of the

British Sports Car Club, LTD
P.O. Box 38134, Germantown, TN 38183-0134

www.memphisbritishcars.org

Contact the editor via dukemeteo@gmail.com

