

Wires & Tyres

July 2021



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 - **Monday, June 21**
Monday July 19



Watch Out!!!



Our program for the June 14th meeting was Jerry Farrar and his fascinating pocket watch collection. There were watches from the US as well as England, Germany, Russia, and Switzerland. The ages of the watches were from the mid 18th century to mid 20th century. Of special interest was the Tiffany and Co. 18K gold double hunter



ladies watch (1875) and the Braille watch (1965). Jerry has been collecting timepieces for many years.



Many thanks to Jerry for sharing his knowledge, and his beautiful collection with the club.



2021 World Championship BSCC Scavenger Hunt/Rally/Social

Join us at 10AM on July 10th 2021 for the 2021 WCBSCCSH. The event will start at Pleasant Hill Cemetery (4761 Brunswick Rd, Arlington, TN). The cemetery was founded in 1853 and was the site of Brunswick Cumberland Presbyterian Church which was used as a Hospital during the Confederate War. Seventeen unknown confederate soldiers who died there are buried in a nearby plot along with many of the pioneers of the area.



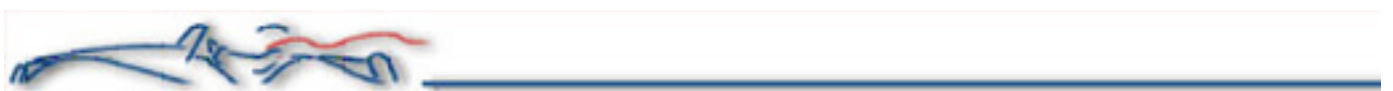
After answering a few riddles at the historic cemetery, a leisurely 40 mile drive awaits on the most desolate roads Shelby and Tipton counties have to offer with a few more questions to be dealt with.

The Rally will end at Chris and Pam Irving's home (4806 Oak Crest Cv, Bartlett TN) in the woods with

Pam's delicious spaghetti and French Bread. Handmade awards will be handed out for best answers, worst answers, worst luck and best vehicle.

Bring a beverage and stay a while.

Pam asks you to give her a quick RSVP at chrisirving@bellsouth.net if you plan joining in - just to get a rough guess at the number of guests she might plan for.



Another Sad Note For the BSCC

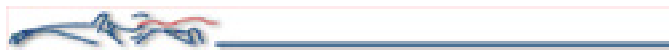
As if ravages of COVID-19 haven't been enough, we've lost friends and members recently. Long-time member MaryAnne Coleman died just over a month ago, and now we learn that stalwart friend Frank Tate Balton passed away on Sunday, June 27, 2021.

A life-long Memphian, Frank graduated from Christian Brothers High School, served in the U.S. Navy during WWII, then attended Notre Dame and Memphis State, where he met the love of his life, Connie Callahan Balton. For 72 years, the couple shared a beautiful life and nurtured a close-knit family of five sons and one daughter. All of their children and two grandsons followed Frank into the sign business in some fashion.

The Balton family first began producing commercial signs in 1875, with six generations to follow. With Frank at the helm, the family business continued to change the landscape of Memphis by designing and building the many landmark signs we see daily, to include those at The Malco Theatres, BB King Blues Club, Hard Rock Cafe, Beale Street, Stax Academy, Gossett Motors Cars, Catherine's, Holiday Inn, and many more.

If you own, or have even seen British car logos done up as neon or vinyl signs, Frank's son Robin created them in the family sign shop. And nearly all the banners and posters for our annual car show were their products as well.

Needless to say, Frank was a generous, warm leader and parent who never met a stranger.



An Easy Oil Leak Fix . . . I Hope

by Saverio Pota, MG Club of Toronto

As many of us know, oil leaks seem to be a given with MGs. Yet, some of us, like myself, think it shouldn't be. The leak topic has been posed to professor Twist of University Motors many times. His common-sense answer is twofold; 1- you're getting free undercoating, and 2- you can buy a lot of oil for the cost of rebuilding and chasing down leaks that are probably going to come back anyway.

For the most part, I agree with him. But I've seen some engine bays that are as dry as the Sahara. What's their trick? Maybe the owners spend time getting all the drips wiped away before they pop the bonnet?

My history with oil leaks goes way back. There was always a drip or two when I first bought my '78B back in 1983. The leaks got a little worse over the years. So it was always an opportunity to chase a leak whenever I brought the car in for a repair. The oil pan gasket was replaced, then the rocker cover gasket, then I had the side cover gaskets replaced when replacing the Stromberg carburetor with a Weber downdraft.

I hadn't removed the engine to replace the other seals. So, I figured it was time to attack those parts when the engine was out to fix a clutch failure in 2014. The car had 150,000 km, so I decided to bite the engine rebuild bullet. A cracked head needed replacing, so I went with an alloy head.

Sadly, it wasn't long afterward that the leaks came back in various locations, so some warrant work took a shot at fixing them. Without getting into the challenges, I have a great running engine with \$??@!!XZ oil leaks!

I first met John Twist and his famous rolling tech session at the Pennsylvania British Car Festival in Altoona in 2015. That's when I first encountered his oil leak advice cited above. But, he also pointed out that I should improve the crankcase ventilation. The configuration

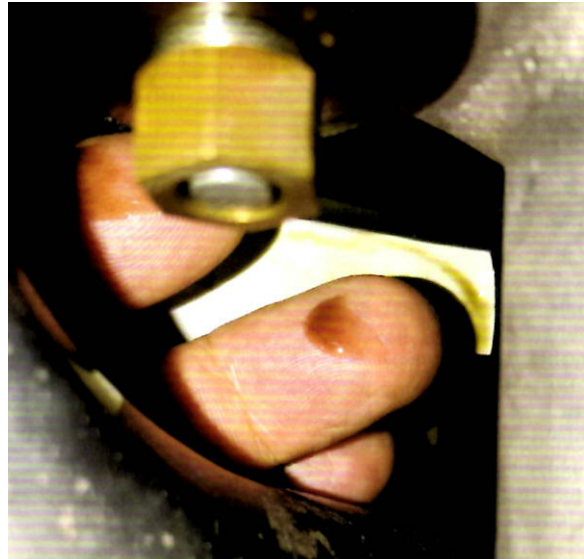
for the vent goes into an elbow beneath the carburettor's air filter where it makes a 90-degree turn into the clean side of the filter. Any angle in an airflow acts as a resistor, and the opening of the elbow has a small diameter. Any reduction of internal pressure will reduce oil being pushed out of the engine. So, based on his advice, I directed the vent hose directly through the air filter. While it didn't eliminate my oil leaks, every little thing helps my pursuit.

Over the years, the chase continued. Last year I noticed a bit of coolant seeping from the head gasket on the distributor side and oil seeping on the carburetor side. A re-torque of the head stopped the coolant leak but oil continued seeping from the other side. Working with another repair shop, we decided the head gasket needed replacing. At the new shop's suggestion, we used a Payen brand and replaced the studs as well. Since the head was off, I had it checked for flatness and needed to have about .007" milled off – maybe a bit more compression, but who can tell. The old gasket was a Lucas (?) and not as substantial as the Payen.

Some obscure business opportunities are available via the internet for sharp operators. For example, I just sold my homing pigeon for the 22nd time on eBay.

It's still leaking oil on the carburettor side! And, I'm a little dumbfounded. Ok, no jokes, please, but the side cover gaskets seem dry. The top of the front cover has oil and it runs down the side onto the block and, of course, onto my driveway. A close inspection suggested the leak wasn't at the head gasket. So, I used brake cleaner to clean oil residue from the side covers, and applied white electrical tape as a marker. Then, off for a good drive.

After about a 50km combined city / highway run, a definite pool of oil was obvious on the white tape and nothing along the head gasket, the rocker cover, nor the front side cover. After letting the engine cool, a finger touched on the intake/exhaust mounting bolts found there is a clear oil drip from the mounting bolt washer



onto my white tape.

Well, this is odd. The oil must be escaping from the bolt hole and running along the stud until it drips off at the washer.

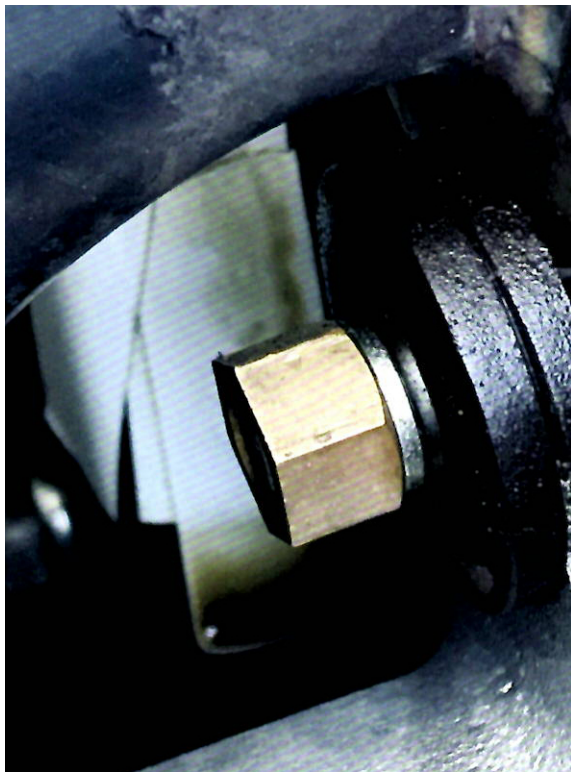
One would think these studs go into a blind hole and no way can engine oil get out. But, I guess that's not the case. Can't say for sure if this is true for a cast iron head, but some of the holes in my alloy head either lead into an oil passage or have a manufacturing defect so that oil can leak out. I checked the other studs and they are dry - except the fourth stud seemed to have had a trace amount of oil on the washer without having left a wet trail. There was a buildup of black crusty stuff around the bolt and the exhaust manifold. My thinking was that this one didn't leak as much and because the central header exhausts two cylinders into one pipe it runs hotter and burns the oil off before it can trickle down.

I got some pipe thread sealer. It was only \$8 for Permatex high temperature sealant at Canadian Tire and I was ready to give this a shot. As I removed the first nut, the stud came easily out, as it should, along with a good run of oil. Same result for the fourth one in. I guess I should have done the others but I went with the, "if it ain't broke, don't fix it" theory.

I applied the thread sealant and torqued the first bolt. Unable to get the torque wrench onto the fourth bolt, I used a regular wrench

and went for the same 'tightness' feel as the other one. Without knowing if this is scientifically sound, it's all I've got for now.

It is time for a good road test to check.



So far, so good. No more leak but I'm not sure about long-term success. I did this shortly before putting the car away for its winter hibernation and didn't get a lot of kilometers on the clock. The real test will be seeing how much oil I keep off my driveway.

After all my efforts, Lori always asks, "Fixed?" With MGs, we all know the answer – "Yes, for now."

Even though my head is balding, I still carry my pocket comb; I just can't part with it.

London Electric Cars Launches Affordable Electric Converted Classic Minis

June 11, 2021

Press release courtesy of London Electric Cars.

Proving that electric vehicle (EV) conversions don't have to cost the earth, London Electric Cars (LEC) has launched its own affordable electric-powered classic Mini, with prices starting from £25,000 (excluding local taxes, shipping, and donor). Not only are LEC's conversions some of the most cost-effective in the marketplace, they are also some of the



most sustainable in terms of their end-to-end vehicle lifecycle impact.

Based in the heart of London, LEC is the only electric car conversion specialist within the Ultra Low Emission Zone (ULEZ) as well as being the only EV converter based in one of the world's largest cities. London Electric Cars is aiming to transform the face of electric vehicle ownership and electric-powered conversions of classic cars from petrol power. Founded in 2017, the company is on a mission to create sustainably converted classic cars using electric power, with real-life EV mileage predictions based on real-world city driving and in-car usages, such as stereo and heater.

The base 20 kWh LEC classic Mini conversion, costing from £25,000 (excluding local taxes, shipping, and donor), has a projected range of 60 – 70 miles, with owners having the ability to install a higher kWh motor and upgraded batteries to provide more range at an additional cost. Drivers can

use any Type 1 or Type 2 public charger available country-wide, rapid charging on-



demand, as well as use their private home wall-box systems and also charge from a domestic 13A socket should they wish. Focusing on the full lifecycle impact of the conversion, and not just the powerplant itself, the team has conducted extensive research, development, and independent analysis to prove that using a pre-owned Nissan Leaf infrastructure (motor and battery cells) it is a more sustainable solution than mining and creating materials for a LEC-only powertrain. The company also has plans to reuse and renew computer hardware and batteries inside traction packs and uses additive manufacturing technologies to assist with the production and engineering of the LEC classic Mini conversions, all conducted from its London-based workshop.

As a classic car enthusiasts and advocates for affordable and sustainable electric vehicle conversions, it made sense for us [LEC] to focus on the original Mini. [Alec] Issigonis was one of the most collaborative and free-thinking designers, but also someone who knew how to stick to a budget. With this EV conversion we wanted the classic Mini to be an affordable yet useful option for city dwellers, not just in our home town of London but all over the world to tackle traffic and help put a stop to pollution.

There's also a bigger picture to think of here. With the UK's announcement of the world's most ambitious climate change target of a 78% CO2 reduction by 2035, it is clear that combustion engines will soon be a thing of

the past. LEC offers an affordable conversion that keeps these British classic cars on the road. The vehicle becomes fast and clean whilst maintaining the originality and appeal

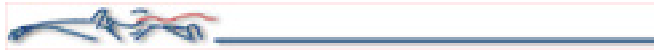


that our customers love about a classic car. London Electric Cars is based in the heart of the city in Vauxhall, employing a range of skilled classic car mechanics, technology-driven engineers, electronic gurus, and sales-orientated commercial minds, all with the same goal of developing and delivering affordable conversions of combustion engine vehicles to run on electric power. The team, which is growing, has driven over 2,000 miles in its production-ready EV-powered classic Mini, with the order books now open.

The team has created its first customer classic Mini, setting the new benchmark in affordable and sustainable conversions for the much-loved classic Mini. For those customers who do not have a classic Mini already, but wish to have an EV conversion, LEC is able to source a donor at an additional cost to the client. Each converted classic Mini takes around six weeks to transform to run on electric power. The current waiting time is around six months for customers with cars in the UK, and the company has a range of customers looking to convert their cars and ship them to their homes around the world, with one of the biggest markets being America, closely followed by Japan. Each conversion starts from £25,000 plus donor, local taxes, duties, and shipping for the basic 20 kWh electric adaptation.

The electric classic Mini conversion is part of the UK-based company's affordable EV conversion range, which includes the iconic British Land Rover, Morris Minor, and Morris Traveller. All of LEC's conversions are road tax, Congestion Charge, and ULEZ exempt. Resident's parking is heavily discounted in most London and city Boroughs too. Costs to run LEC-converted cars are predicted to be as little as 5p per mile.

Owners wishing to learn more about the process or to discuss individual builds can contact the London Electric Cars team about converting their own classic Mini.



One Can Learn So Many Things On The Internet

For example, the famous Goldberg brothers, Lowell, Norman, Hiram, and Max, invented, patented, and developed the first automobile air-conditioner.

On July 17, 1946, the temperature in Detroit was 97 degrees. The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car.

They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately. The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent.

The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg

Air-Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-semitic, so there was no way he was going to put the Goldberg's name on two million Fords.

They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown.

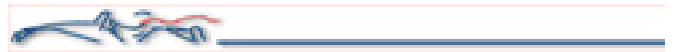
And so, to this day, all Ford air conditioners show --

On, Low, Norm, Hi, and Max -- on the controls.

Stop Groaning!

Control yourself !

This is what happens when you are retired and/or have too much time on your hands



What I if told you

You read the first line wrong?

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