

Wires & Tyres

June 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



Annual Indy 500 / Memorial Day / Fish Fry

It is traditional for women to avoid wearing white until after Memorial Day, when summer unofficially commences. According to Wikipedia, however, that rule no longer holds - they cite Kim Kardashian as the fashion trend-setter.

Hmmmm. Think I'd stick with tradition.

A long-standing tradition that BSCC members use to gauge the onset of summer is the annual fish fry and Indy 500 party hosted by Jim Hofer. That seasonal harbinger occurred last Sunday, May 30th. You missed a great outing if it got past you.

We enjoyed a combination of stunningly nice weather, beautiful people, and a collection of shiny cars, along with Jim's superb catfish. As a change of pace, Jim, with Jeb Blanchard's help cooked up onion rings and French fries rather than his customary hush puppies. Club members pitched in with a wide range of tasty accompaniments, from savory side dishes to amazing desserts.

Your reporter, who confessed to being on a loose diet, managed to sample several dishes whose temptation he couldn't resist. Of those, not counting Jim Hofer's offerings - Marian Craven's bacon-wrapped candied dates were the most startlingly tasty – perhaps because they

were such a rare and unusual combination of elements. Exalting Marian's offering might seem a slight to the culinary creation of others – not intended so. For example, we could cite the cucumber-tomato dish brought by Bob Watkins, the coleslaw from Pam Irving, the banana pudding brought by Rita Brody, or

Far better than the food was the camaraderie of almost long-lost friends – the pandemic has kept everyone at beyond arms length for far too long. Sans face mask, there were handshakes and hugs all around, especially between those of us who haven't seen one another for a long time. For example, everyone was delighted to see Tami Gold who hasn't been able to join us since Hector was a pup (look that old saying up if you need). Even Jim and Judy Ostner migrated up from the Mississippi hinterland but all the XK120s were left in the garage-mahal.



The men seemed to cluster either in the garage, glued to the Indianapolis 500 race on TV, or around the BRG Austin Healey frog-eye Sprite that Jim Hofer has under restoration. He seems to be doing a concours-worthy job of it based on the partially assembled view we had in the driveway. The distaff side of our membership found spots around the Hofer patio or in the shade-dappled backyard.



The following photos, snapped by Carolyn Shepard, illustrate the happy crowd, some of the shiny cars, Jim & Jeb working the cooking station, and folks gathered watching Helio Castroneves take his fourth Indy 500



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If I got 50 cents for every failed math exam in school, I'd have \$ 6.30 now.

June 12 Memphis Redbirds

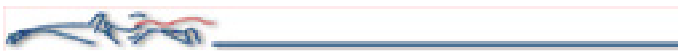


Now that the pandemic is subsiding, the BSCC will again head out to the old ball yard to catch a Memphis Redbirds game. We're slated for the June 12 game, first pitch at 7:35 p.m., when our Redbirds take on the Gwinnett Stripers.

Get in touch with Paul Burdette as soon as possible so you can grab up a couple of the few remaining ducats reserved for the BSCC. They are still a great bargain - premium covered seating, a ball cap, a hot dog, and a drink, all for \$25. The first-class camaraderie and friendship of other BSCC members is gratis.



Reach Paul Burdette via burdettes@aol.com and get yer tickets now!



Bring A Trailer Auctions

Jim Doran



I recently decided to sell my beloved 1980 Spitfire 1500 after 6 years of ownership, though a Triumph in my garage again will happen sometime in the future. A lot of factors went into this decision but once made the question was "what's the best venue to sell the car?". I thought of using the GTA classifieds, Craigslist's, eBay, Autotrader Classics or Bring a Trailer. Except for eBay, using these other marketplaces I would need to come up with an asking price for the car and I had no idea what it was worth. Some of the older round tail Spitfires were commanding a premium price in the marketplace, but newer rubber bumper cars were laggards.

Mine was what I considered a "survivor" in the sense that it had the original paint, was rust free and was not modified except for the addition of a set of Minator wheels.

I decided to go with BaT since they catered to the "car nut" crowd interested in a variety of high quality cars. Once I decided on BaT I had to agree not to list the car elsewhere. The first step in the process was deciding on which level BaT service was best for me. After careful review, I went with the Classic level (\$99) and decided to take my own photos following the BaT Photo Guide. I took over 150+ photos which was a lot of work but paid off in answering a lot of potential questions and making it easier for the potential buyer to access the car. I also did three (3) videos: cold start, driving, and hot start, and merged them into one (1) 3 minute video.

I hope my efforts demonstrated to the potential buyers that my thoroughness in the presentation process translated to the quality of the car I was presenting. Keep in mind that I did all this work before BaT said they would even list the car. With over 60 new auctions a day, they turn away a lot of ho-hum cars or poorly presented cars. After registering with BaT, something you would need to do if you wanted to comment on a listing, bid on a listing or sell a car, I began the listing process.

After filling out a questionnaire, including a reserve price (which is optional), I dropped all the photos into an image upload box located on the form. I used a link to my Google photo account for the video and be sure to mark it "public". I hit send and waited. After a few days, I received an email from Andrew, my auction specialist, saying that the Spitfire had been accepted. Andrew would arrange the photos, write the copy and review all the documents. He had a few questions but overall this part of the process went well. He did tell me that due to the volume of auctions, it would 2 to 3 weeks before the auction would go live.

The last part of the process was my review and final approval. Once the auction was underway, I monitored the comments responding as needed. I added some additional photos 3 days in just to create more buzz. By the way, the buyer pays 5% of the sale price or a minimum of \$250 or a maximum of \$5,000. If you have followed any BaT auctions, you know that the seller has to have thick skin as the comments can get a bit snarky. The idea is to get the car sold at the highest price, so the seller needs to remain diplomatic. I was pleased with the results. I had the cash in my account within 3 hours of the auction's close via a bank to bank funds transfer. The seller chose to use BaT Shipping service and that went very smoothly. Going back to my debate regarding the best venue to sell the Spitfire, I would have probably listed it for a little over my reserve on Craigslist's or Autotrader Classics. As it turned out, I would have left money on the table.

Headaches

Originally by John Wright



If you have owned an MG for any length of time, you have probably fallen victim to occasional overheating. This should be expected at times; but if the problem persists, you might have cause to begin worrying! If you check your oil and it looks like clam chowder, start saving for a new head.

For some reason, the "B" series heads are prone to warp and/or crack. Thank God they are made of iron, not aluminum! To avoid the horror of buying a new head, some simple, preventive measures must be taken:

Grill and Body- make sure the air flow is direct and free of disruptions (like lamps or club badges)

Radiator and Cap- Make sure that the cap is of the correct pressure for the car's system. Check the cap for leakage. Have the radiator cleaned out and check for blocked tubes.

Fan- If your car has an engine mounted fan, make sure the blades are not on backwards (it happens!). Also check for structure cracks at the center of the blade area. If you have electric fans, make sure they work!

Water Pumps- Water pumps generally work, or they don't. Remove the belt and check for play in the shaft. Seal failure and bearing problems often cause poor cooling.

Belts-Check to make sure that the belt is of the correct length, width, and tension. An

over-tight belt can ruin your generator and water pump bearings.

Engine Block- Heavy sediment in the water jacket must be cleared out to increase circulation. Remove the freeze plugs and clean out the buildup.

Thermostat- Make sure your car has one, then check to see if it's the correct one. Place the thermostat in a pan of water and see if it opens at the proper setting. Use a cooking thermometer to determine the water temp.

Ignition Timing- Make sure the advance unit works and tighten any loose clamps on the distributor. On older engines, check the timing chain and tensioner.

Exhaust- Make sure it's getting out! Check for crimps and flattened areas. Muffler innards can fall loose and block the flow. Restriction can most definitely cause overheating.

Temp Gauge-Check to make sure the gauge is working accurately! Use the same method that was used in checking the thermostat. These should keep you busy for one weekend; thanks go out to John Wright who unknowingly let me steal his article from the NAMGAR newsletter!

Jeff Delk, The Peachtree Registry, volume 1, number 1 May 1986



A kangaroo goes into a bar and orders a beer. The bartender serves him and says, "That'll be ten dollars.

We don't get many kangaroos in here."

To which the kangaroo replies, "At \$10 a beer, I'm not surprised."

Ali MacGraw and Ryan O'Neal return to Harvard 45 years after 'Love Story'

In Hollywood, love means never having to say you're sorry about cheeky promotion of your latest project. So it was that Ali MacGraw and



Ryan O'Neal, driving a super-cool car, returned to Harvard University Monday, a little more than 45 years after their soppy duet in Love Story soaked a million hankies and turned them into major movie stars.

Their return was aimed at promoting their



national tour of Love Letters, a play about a couple who remain in contact over 50 years through notes, cards and letters. (Snail mail, for all you texting fiends.) Now in their 70s and still a pair of faces meant for the big screen, MacGraw and O'Neal arrived on campus in an antique MG convertible similar to the one in their 1970 movie about a rich-and-preppy Harvard student who marries a working-class Radcliffe girl over his parents' objections. Then she becomes terminally ill. Much weeping ensues. (Yes, children, The Fault In Our Stars has antecedents, in the movies and in

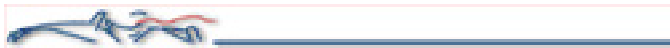
literature.)

Ali MacGraw and Ryan O'Neal drove an antique MG convertible to Harvard University in Cambridge, Mass. on Feb. 1, 2016, more than 45 years after the their 1970 classic 'Love Story.'

O'Neal, despite decades of drinking and dustups, even managed to pull off wearing a jaunty college striped scarf wrapped around his neck. Both were grayer but retained enough of the good looks that made them so charismatic so many years ago in the romantic tragedy (Romeo and Juliet at Harvard), based on a best-selling novel of the same name by Erich Segal.

"Love means never having to say you're sorry," was the memorable tagline for the book and the movie. Love Story won one Oscar (for best score) and was nominated for six others, including Best Picture, Best Actor and Best Actress in leading roles. Later, the two reflected on their mutual past before an audience of current Harvard students, in a conversation moderated by arts journalist Alicia Anstead.

Holding hands, both said the movie has special meaning to them considering where life has taken them since it made them household names. O'Neal, 74, noted that cancer, as in the movie, has played a big part in his real life, including his battle with leukemia. MacGraw, 76, said being back on campus recalled wonderful memories that few of her subsequent experiences in film ever captured. And both admitted they had a crush on each other during filming.



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"I was playing chess with my friend and he said, 'Let's make this interesting'.

So we stopped playing chess."