

Regular Meetings are the 3rd Thursday of each month unless otherwise posted.

**Next Meeting
July 20th at
McDaniels
Creamery.**

**Come & join
members for
dinner at 6 PM.
Meeting at 7PM**



The Cape Fear British Motor Club Welcomes all Marques, Models and Motoring Enthusiasts

For additions or submissions to the letter contact the editor:
Cookie Cooper @ 329-0722
or carclubnews@aol.com -
or- the Publisher Dale
Masters at
270-7762 or
dclmasters@earthlink.net
Visit the website: www.bmccf.org

The Hub

Volume 8 No.7

July 2006

The Official Monthly Publication of the British Motor Club of the Cape Fear



Presidents Message

Well, summer has finally arrived. I know it is hot and sticky and the AC in most of our antiques doesn't work so well. It is still fun to drive in the cooler mornings or at night. A drive along beside the beach, with the top down, looking up at the stars can be so pleasant and peaceful. Or you could stop and park for a while, over looking the ocean, maybe even watch the submarine races.

Your activities directors have a lot of plans for us in July. On Saturday the 8th, there is the Poplar Grove Classy Chassis Car Show, which should be a class event in a very classy location. The plantation is a beautiful place to tour. Then on Saturday the 22nd, the Roberson's have set up a fun drive around the area, finishing up, for lunch, at the LeCatalan Restaurant on Wilmington's Cape Fear Riverwalk, and if you have trouble finding parking, you can always park in my driveway (at least 8 of you). Our next regular club meeting will be at McDaniel's Farm Creamery on July 20 at 7:00. 6:00 if you would like to get fed.

Bill

Minutes of BMCCF meeting held June 15, 2006

On June 15, 2006, 28 members met at McDaniels Farm Restaurant for the monthly meeting. President Bill Massey called the meeting to order. Prior month's minutes were approved without reading. Terry Smith reported the bank account balance was \$2630.20 with 73 paid members.

Eddie Cutler stated Nov. car show flyers were in the final proof stage and windshield cards were made. Dale Masters was to assist with the on-line registration form.

Tom and Susan Roberson reported the Popular Grove car show was scheduled for July 8.

On July 22, the club will meet at the Food Lion in Hampstead at 10:00Am for a driving tour of Pender County with Watha and major locations as slated stops. In August, the club will meet at Bill Massey's house for an ice cream social. In Sept, a garage tour will be set up by Dale Masters and Carl Wilson. In Oct, Dale Masters will set up a car rally and the Charleston car show is Oct, 29 with a big contingent expected from Wilmington.

Jack Corbell stated the google site is up and running for membership correspondence.

Pam McMahan stated she was looking for donations of items to be used in the Nov. car show as raffle items or items for goodie bags. Bags were available from the Roadster Factory. All items were tax deductible.

Tom Roberson made a motion which was subsequently seconded and passed that in the future, any member who had not paid their annual dues by Feb, 15, of the current year would be dropped from the membership roll and there would be a \$5.00 reinstatement fee. Such item would be included in the Chapter by-laws of which it was agreed needed to be formulated. Dale Masters will lead the by-law committee in it's work.

There being no further business, the meeting was adjourned with the July meeting to be held at the same location

Respectfully submitted,

Secretary

FROM THE EDITOR:

Send me your favorite car story and we will begin a new feature "*Members Motoring*". Don't be shy. Everyone has a story so come on share it with the club.

Email it to carclubnews@aol.com.

MEMBERS MOTORING

MG2006 Car Show; June 21 thru 25, 2006

By John & Joanne Foster

Joanne and I attended the MG2006 Car Show held in Gatlinburg, Tennessee in our 1959 MGA. MG2006 was a national car show meeting of all the major MG Registrars and is held every five years in different locations around the US and Canada.

We planned to take all "back roads" on the entire trip and stay off the interstate as much as possible.

We motored from Hampstead on a bright and sunny day traveling toward Kelly on Rte 210 West. We planned on taking the ferry across the river in Kelly, but the ferry was closed! So an alternate route north to Elizabethtown and from Laurinburg south was plotted. At Laurinburg, we crossed down into South Carolina, traveling along Rte 9 West toward Kershaw where we turned north finally spending the night in Boone, NC. Driving into the mountains, the temperature dropped about 20 degrees.

After spending the night in Boone, we motored toward Tennessee driving down Rte 321 toward Gatlinburg. The car show was on Friday morning in Cosby, a small town just north of Gatlinburg. As we entered Cosby from the north, we did not see an MG anywhere; we were beginning to think we had the wrong date for the Car Show. As we continued to drive and rounded a curve, there sat 1,094 MG's of all years, types, models, etc.

Yes, 1,094 vehicles!! It was a fantastic sight.

After picking up our registration packet and being directed to our MGA class, we got a spot under a tree. Promptly after getting our chairs, coolers, etc. from the car and "setting up", off we went thru the enormous maze of cars. The array of MG's was vast and I decided to get images of only the most "unique or unusual" ones. After all, you can see an MGB or MGTD about anywhere. At this show were some truly rare and historically significant cars such as 1937 Tickford bodied cars, 1931 "M series" boat-tail cars, EX186 - an all aluminum body MGA built by the factory but never raced, the 100,000th MGA built, a MG Bertone, 1935 Airline coupe under restoration, just to name a few. There were also some very unique MGB's with V-6 and V-8 powerplants, meticulously assembled and finished to the highest standard. After roaming around the grounds of the show for several hours, it was lunchtime and a chance to sit down and chat with people passing by our car. All rested up and refreshed, off we went again and caught up with fellow BMCCF club members Chris & Cindy Moore and John & Trudy Williamson who brought their MGB's to the show.

After the show was over, we convoyed to the hotel, got cleaned up and attended the MGA dinner later that evening. We met several interesting couples at the dinner and had good conversation.

We packed up and left on Sunday morning, driving back on US 74 East and hit some very heavy rain about 1 hour east of Charlotte where we took refuge under a tent canopy in a parking lot of a candle factory. After the heavy rain subsided, we continued the trip into Wilmington running in and out of small spotty rain.

We had a great time during the entire week and enjoyed motoring about in the MGA. If you get the chance to ever attend a similar event, chances are you will have a great time.





1937 MG Tickford Drophead



1935 NG Airline MG Coupe,
Wooden body frame ready for steel paneling

JULY BIRTHDAYS

Ivan White 7/5
Mitzi Savage 7/5
Linda Althouse 7/14
Tom Roberson 7/17

Cindy Moore 7/28
Dave Sorenson 7/30

Note: If you didn't see your birthday or anniversary date posted on the appropriate month, we probably don't have it listed in the membership database. Contact Cookie Cooper at 329-0722 or carclubnews@aol.com to update, if you wish.



2006 BMCCF ACTIVITES CALENDAR

REMINDER

If you are planning on attending a club event that requires and R.S.V.P., please remember to do so by the date requested. It makes it a whole lot easier to plan.

JULY

4 TUES-INDEPENDENCE DAY

8 SAT-POPLAR GROVE Classy Chassis Car Show <http://www.poplargrove.com/Classy-Chassis%20Car%20Show.htm>

20 THURS-CLUB MEETING

22 SAT-DRIVE BACK: Meet @ FOOD LION HAMPSTEAD 10AM to DOWNTOWN MAPLE HILL and a BRIEF TOUR of WATHA and Back to RIVER FRONT WILMINGTON for light Lunch AT LECATALAN [Tom Roberson to coordinate]

27-30 WEEKEND - BLUES FESTIVAL
WILMINGTON Area

AUGUST

1 SAT (?) (DATE UNSURE)-LELAND UNDER THE LIGHTS CAR SHOW

17 THURS-CLUB MEETING

27 SUNDAY-ICE CREAM SOCIAL
TOUR & DESSERT
MASSEY'S HOME @ 323 S. Front St Wilmington OR NEIGHBORHOOD ICE CREAM PARLOR.
More info to follow.

SEPTEMBER

2-4 WEEKEND-LABOR DAY WEEKEND

9 SAT-ART & ANTIQUE FESTIVAL-
WILMINGTON DOWNTOWN

21 THURS-CLUB MEETING

21 SAT-ROSH HASHANAH

TO BE ANNOUNCED

Local Rally

Garage Tour

Watkins Glen

OCTOBER

CHARLESTON BRITISH CAR CLUB SHOW (DATE TO BE ANNOUNCED) THIS WILL BE A CLUB EVENT WEEKEND WITH THE GOAL OF WINNING "MOST CARS ENTERED FROM A VISITING CLUB" AWARD. TOM & SUSAN WILL COORDINATE THIS EVENT.

2 MON-YOM KIPPUR

6-8 WEEKEND-RIVERFEST

14-15 WKEND-PLEASURE ISLAND
SEAFOOD/JAZZ FESTIVAL

19 THURS-CLUB MEETING

20-21 EURO Auto Festival, Spartanburg, SC. 3 day event for European & Sports car enthusiasts, Modern & Vintage. Get Details and schedules at the official website: www.euroautofestival.com

WEEKEND-OCTOBERFEST
MAYFAIRE CENTER

21 SAT-LIGHTHOUSE INTERNATIONAL BEER FESTIVAL-HUGH MACRAE PK

28 SAT-PORT CITY MOPAR CAR & TRUCK SHOW

31 TUES-HALLOWEEN

NOVEMBER

Brits at the Battleship Car Show
Saturday November 4, 2006

GET YOURSELVES AND YOUR CARS
GEARED UP FOR THIS EVENT; WE NEED
100% PARTICIPATION!!!! THERE IS NO
EXCUSE FOR MISSING OUR CLUB'S MAJOR
EVENT OF THE YEAR!!!

16 THURS-CLUB MEETING

23 TURS-THANKSGIVING

DECEMBER

- 16 SAT-HANUKAH BEGINS
- 21 No Monthly Meeting
- 25 MON-CHRISTMAS DAY
- 31 SUN-NEW YEARS EVE

Classified Ads

<p style="text-align: center;">Creative Ads CUSTOM SILKSCREENING T-SHIRTS, SWEATS, JACKETS, HATS, BUMPER STICKERS, VINYL, PLEXIGLASS, NOTEBOOKS</p> <p style="text-align: center;">CHRIS MOORE 100-C EASTWOOD ROAD WILMINGTON, NORTH CAROLINA 28403 910-791-0035</p>	<p style="text-align: center;">Greenside Mews Classic British Auto Maintenance & Repair D. C. Masters 610 Olde Point Rd. Hampstead, NC 28443 (910) 270-7762 dcllmasters@earthlink.net</p>
<p style="text-align: center;">BMCCF NAME TAGS Official BMCCF nametags are required at all events or when you are representing the club. Originally ordered name tags are now available from Terry Smith (910) 686-0785 \$5.50 Pin Clasp \$8.00 Magnet Clasp</p>	<p style="text-align: center;">AUTOWORKS, INC. Foreign & Domestic Auto Specialists We service all types of vehicles From 1950's to 2004 Carl Wilson, Terry Tracy (910) 791-5074 6748 Market St. Wilmington, NC 28405 Technical advice for members!</p>
	<p style="text-align: center;">1980 MGB Roadster</p> <p>Rubber bumper with original white paint. Rebuilt engine w/only 4k miles. New Clutch, brakes and many other new mechanical components. Receipts available, Top and interior in good shape. Contact Chip Cooper @ 910 329-0722 or chipgroup@aol.com</p>

HOT NEWS

BRITS & BATTLESHIP CAR SHOW Saturday November 4, 2006

Start thinking about door prize donations and give aways for the pre-registrant's bag of goodies.

Get Those Donations Early

We need everyone's help to make our Club's show a success. We all want this to be the biggest and best yet and we need all members to participate to do this up right.

Want to help, give Edie Cutler a call at 910 799-2753. More information will be available at the regular monthly meeting or contact Pam McMahon at 910 232-565

MARQUE MADNESS

D. C. Masters

Morgan 4-wheeler Cars 1936 to 1968



1910 3 wheeler

1910

Although the first 4 wheel Morgan was introduced in 1936, the first Morgan ever was produced in prototype form in 1909 using a 7 h.p. Peugeot air cooled vee-twin. Two single seater versions were exhibited at the 1910 Olympia Exhibition with J.A.P. engines, an 8 h.p. twin and a 4 h.p. single.



1936 Morgan 4/4

1936

Just before WW1 a prototype four-wheeler with a Dorman 4 cylinder engine was made but never put into production. In 1935 the scheme to make a four-wheeler was revived. Production of the famous Four Four (meaning four-cylinder four-wheel) began in 1936 and the engine used was an 1172 c.c. Coventry Climax engine with overhead inlet and side exhaust valves, producing 38 b.h.p. Price at the time was £195. 5s and it had a top speed of around 80 mph with a 0 to 60 mph time of 28.4 seconds.

Autocar said at the time 'The car's suspension is admirable on ordinary surfaces, on the firm side over certain types of less good surfaces at low speed, and inclined to be hard over a really severe potholed section.' It's pleasing to know that nothing much has changes on the new cars!



1938 Drop-head Coupe

1938

To add to the 2 seater and 4 seater cars already available Morgan introduced the drop head coupe. Prices were now £190, £205 and £225 respectively. During this year an old association with Sir John Black, who as a youth had drawn the original patent drawing for the three-wheeler, was rekindled enabling Morgan to introduce the Standard engine. This power unit was developed from the 9 h.p. side valve engine and was linked to a Moss gearbox mounted centrally in the chassis and connected to the 5-1 rear axle by a short propeller shaft.

1939/45

During most of this period the Morgan factory was involved in the manufacture of anti-aircraft gun parts and undercarriage components



1947 4/4 Drop-head Coupe

1945

Production restarted after the war when in July the factory was given permission to build 50 3 wheelers and 75 4 wheelers by the end of the year. They didn't reach this figure! The Four Four they produced at the time was fitted with a 1267 c.c. Special Standard engine.

1947

In this year the Standard Motor Co announced their 'One Engine Policy' which meant that after 1949 the 1267 c.c. unit would not be available to Morgan.

1949

In view of the demise of the 1267 c.c. engine Morgan built a prototype car using the Vanguard 1.8 litre engine and in . . .



1952 Plus 4 Drop-head Coupe

1950

. . . introduced this car as the Plus Four. The engine eventually fitted was the 2088 c.c. Vanguard producing 68 b.h.p. This gave a much needed performance boost and for this the frame was strengthened, the front suspension improved and Girling hydraulic brakes fitted. The car was an immediate success! The price for a coupe bodied version in 1951 was £565 plus £315. 7s. 9d tax. Nothing new about taxing the motorist! Acceleration from 0 to 60 m.p.h. was 17.9 seconds with a top speed of over 85 m.p.h.

The decision was taken in this year to cease production of the three-wheeler.

1951

Morgan 4/4 Club formed



1954 Plus 4

1954

The radiator was hidden beneath the bodywork to improve aerodynamics and the Vanguard engine was replaced with the 1991 c.c. Triumph TR2 unit providing 90 b.h.p at 4800 r.p.m. 0 to 60 m.p.h. was now 13.3 seconds and top speed was just over 100 m.p.h. The car cost £585 plus the inevitable £244. 17. 6d British purchase tax. You could even have a heater for £8. 12s!

1955

In this year the 4/4 was reintroduced as the Series Two. Fitted with the Ford 100E 1122 c.c. engine it was as the Morgan Motor Co put it '...the object being to provide a sports car of first-class performance and appearance for the enthusiast with modest means.' In 1956 it cost £713. 17s including tax and did a somewhat leisurely 0 to 60 m.p.h time of 29.4 seconds! A review of the time said 'The Four Four is a creature of compromise. Main items on the debit side are performance which is not exciting in standard form, difficulty of getting in and out, the laborious hood mechanism and the lack of accommodation for luggage.' Some things have changed some have not!

1956

The Triumph TR2 engine in the Plus 4 was replaced with the TR3 100 b.h.p unit. When fitted with lightweight aluminium bodies these cars were extremely fast, capable of covering the standing quarter mile in 16 seconds.

1959

11 inch Girling disc brakes and knock-on wire wheels become available.

1960

With the demise of the Ford 100E engine Morgan launched the 4/4 Series Three with the new 105E engine from the Ford Anglia. The unit had a capacity of 997 c.c. and produced 39 b.h.p.



TOK 258 - Le Mans 1962

1961

Morgan announced the introduction of the Plus 4 Super Sports using a specially tuned Triumph TR engine developing 116 b.h.p at 5500 r.p.m. giving the car a maximum speed of 115-118 m.p.h. Complete with a gas flowed head with 9.0 to 1 compression ratio, a special camshaft, fully balanced crankshaft assembly, rods and pistons. Two double-choke Weber 42DCOE carburettors and a special inlet manifold feed breathing through a four-branch dual pipe exhaust system. The price was £1314 including purchase tax. The 4/4 Series 3 was replaced by the Series 4 fitted with the more powerful Ford 109E engine of 1340 c.c. from the Consul Classic

1962

A Plus 4 Super Sports prepared by the Morgan Motor Co and Chris Lawrence and driven by Chris Lawrence and Richard Shephard-Baron won the 2 litre class at the 24 hour endurance race at Le Mans. They covered a total distance of 2261 miles at an average speed of 94 m.p.h.



Plus Four Plus

1963

The Four Four Series 5 was introduced with a Ford 116E engine of 1498 c.c.

The Plus 4 Plus was launched at the 1963 Earl's Court Motor Show. Featuring a radically styled glass fibre body on a strengthened Plus 4 chassis it was fitted with a Triumph TR4 engine of 2138 c.c. producing 105 b.h.p at 4750 r.p.m. It had a reported top speed of around 110 m.p.h. and, including purchase tax, cost £1275. 7s. 1d. As a report pointed out this was the first Morgan to feature a curved windscreen and winding side windows. It did not appeal to the traditional Morgan buyer and production ceased two years later after twenty six cars had been built.

1966

In this year the Triumph TR engine was nearing the end of its life and the Morgan Motor Co started to look for a replacement. The Rover Motor Company offered the forthcoming aluminium V8 engine and Maurice Owen joined Morgan to take charge of development of the new car, the Plus



8

Plus 8 1968

The Plus 8 was introduced to the public at the 1968 Earls Court Motor Show. Fitted with the Buick derived Rover V8 of 3529 c.c. and producing 160 b.h.p at 5200 r.p.m. the car was a revelation. With a Moss Gear 4 speed box it could reach 125 m.p.h. and hit 0 to 60 m.p.h in 6.7 seconds. A performance test at the time on MIRA's timing straights from a standing start gave 90 m.p.h in 14.5 seconds, just before the quarter mile post 15.1 seconds and 110 m.p.h. 10 seconds later at 25.7 seconds. Interestingly the 4.2 litre Jaguar E-type of the time took 15.1 seconds to get to 90 m.p.h. under the same test.

A motoring magazine wrote ' If, as many still do, you think that more than 4 ½ inch of front suspension travel is cissy, that a quickly erected top and winding windows are effete, and that beat-proof synchromesh on all gears is a sign of moral decay, then here is the car for you.' It cost £1477. 18s. 4d and by comparison the Jaguar E-type Roadster was £2117.

The 4/4 Series Five became the 4/4 1600 fitted with Fords Kent engine of 1599 c.c. capacity. A competition model was also available with the 1600 GT version of the engine.