

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

Note:

Mar 16th meeting at McDaniels Creamery. Come join club members for dinner. Meeting at 7PM

British Motor Club



of the Cape Fear

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

For additions or submissions to newsletter contact the editor: Cookie Cooper @ 329-0722 or carclubnews@aol.com -or- the Publisher Dale Masters at 270-7762 or dcllmasters@earthlink.net

Visit the website: www.bmccf.org



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3/1/06



Presidents Message

I'm late with this message. I just got back from driving a trailer full of "stuff" up to my daughter in Kingston, PA. They just moved into their "new" house there, so I thought I would help them fill it up (and empty mine out a little). While I was there for a week, we pulled up carpeting and sanded and finished floors, rewired the electrical panel, packed and loaded and hauled another trailer load of stuff from their old Easton, PA house, rewired lamps, moved furniture around, set up the workshop. But most of all, I enjoyed playing Dad and Grandpa.

We had a great time at Tom & Susan's British day at Edinburgh Pub . The weather was rainy and chilly as you would expect for such a British event. Beer tasting was a lot of fun, with a huge variety. . There must have been at least 15 different British beers brought by members that we all tasted. I am not a beer expert, but there really is a remarkable difference between them all. Tom & Susan had prepared bangers, mash, venison stew and beans, plus loads of other food were brought by the members. The Roberson's were fabulous hosts, as always. Many thanks.

We now have 13 cars registered for our Beaufort tip on 4/1. That is going to be a blast. The big question for me is do I fix my overdrive during this month, or take it as is and hope it fixed itself since the last long trip.

March 16 regular meeting will again be held at McDaniel's Farm on College Rd, across from the UNCW.

Bill

Minutes of BMCCF Meeting Feb. 16,2006

On Feb. 16, 2006,our monthly meeting was held at the Downtown Deli with 26 members in attendance. Bill Massey called the meeting to order.

Terry Smith reported \$2115.86 in the club bank account with membership now at 97. Members were reminded 2006 dues were due. One new member was introduced.

Cookie Cooper asked for items for the newsletter and to forward pics of events to her for inclusion into the newsletter by month end.

Thanks to the Robersons for the social recently held at their house.

Tom Roberson asked for volunteers to host activities and mentioned the upcoming events.

March 18—trip to Southport and back: leave Wilm about 10:30am

April 1-2—overnite trip to Beaufort, NC—staying at the Inlet Inn

April 22—Rims on the River

April 22 – car show at Dobson, NC—Shelton Vineyards

April 29—car show at Henry’s Rest-Wilm

May 6—meet in S.C, with Charleston Car Club and Royal Oak Pub

June 9-12—VIR

July 22—Drive thru rural Pender County, Watha and Maple Hill

Fall—scavenger hunt and costume party

Garage tour leader needed for popular local event held last year within club—members showing projects underway in their garage

Appreciation was expressed to last year’s officers.

Appreciation was expressed by the Battleship NC in the form of free passes which were distributed to the members. A check for \$1081 was presented to the Battleship as a result of the Nov 2005 car show.

Next meeting to be held at McDaniel Farms Rest.

Meeting was adjourned.

Respectfully submitted, George Hodnett, 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.

2006 BMCCF ACTIVITES CALENDAR

March

- 11-12** Sun Cruisers Car Show
Carolina Beach
- 16th** Monthly Meeting – McDaniels Creamery
Across from UNCW
- 18th** Sat-Drive Back. Meet @ Whitey's
restaurant on Market St to drive to Southport for
lunch and back

April

- 1-2** Club outing to Beaufort. Sat return Sunday
Hotel reservations call Tom @ 547-0511
- 7-9** Azalea Festival
- 20** **Thurs Club Meeting**
- 21-23** The Gathering – Shelton Vineyards
Triumph Club of the Carolina's
- 22** Rims on the river –Downtown Wilmington
www.dbawilmington.com
- 23** Car Show Williamsburg Winery. Details
<http://www.cvbecva.com>
- 29** Sat-Wine Seller & More Car Show
Wine Festival @ Henry's Parking Lot
- 29** Sat AACA Annual Car Show
Independence Mall

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.

May

- 6** Royal Oak Pub in Myrtle Beach @ 12:30PM
Joint outing with Charleston British Car Club
Small Non-competitive car show
5141 Hwy 17 bypass South
Note: This Pub is opening exclusively for our Groups. Let's make our club proud and get as many people together as we can.
- 14** Mother's Day
- 18** **Thur Club Monthly Meeting**
- 19-21** Weekend Greek Festival Wilmington
- 27-29** Memorial Day Weekend
- 27th – June 4th** **Annual British Car Drivers Week**

JUNE

- 9-11** GOLD CUP RACES-VIRGINIA

(BMCCF TO TRAVEL AS GROUP [JOHN FOSTER TO COORDINATE])

- 15 THURS-Club Meeting**
- 18** SUN-FATHERS' DAY

JULY

- 4** TUES-INDEPENDENCE DAY
- 8** SAT-POPLAR GROVE Classy Chassis Car Show
- 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
BILL & GAIL MASSEY'S HOME @ 323 S. Front St Wilmington OR NEIGHBORHOOD ICE CREAM PARLOR

MORE SPECIFIC LOCATION LATER

SEPTEMBER

2-4 WEEKEND-LABOR DAY WEEKEND

9 SAT-ART & ANTIQUE FESTIVAL-WILMINGTON DOWNTOWN

21 THURS-CLUB MEETING

22 SAT-ROSH HASHANAH

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; WE LOST BY 1 CAR LAST YEAR. OF 5 CARS ENTERED LAST YEAR, WE TOOK HOME 4 AWARDS! 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

OCTOBER

20-21 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 THURS-THANKSGIVING

DECEMBER

16 SAT-HANUKAH BEGINS

21 No Monthly Meeting

25 MON-CHRISTMAS DAY

31 SUN-NEW YEARS EVE

TO BE ANNOUNCED

Local Rally

Garage Tour

Watkins Glen

Classified Ads

<p>Creative Ads CUSTOM SILKSCREENING T-SHIRTS, SWEATS, JACKETS, HATS, BUMPER STICKERS, VINYL, PLEXIGLASS, NOTEBOOKS</p> <p>CHRIS MOORE 100-C EASTWOOD ROAD WILMINGTON, NORTH CAROLINA 28403 910-791-0035</p>	<p>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>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 Linda Masters (910) 270-7762 \$4.50 Pin Clasp \$7.00 Magnet Clasp</p>	<p>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>1972 MGB Roadster Rebuilt engine (2.5K miles), very clean inside & out, new chrome, new red paint, clutch & brakes \$5,800 firm Contact; Buddy Efrid (704) 985-1469 or (704) 322-9057</p>	<p>1980 MGB Rebuilt engine (3.5K miles), new clutch & brakes, many other new mech components, paint, top & interior original and in good shape. Contact Chip Cooper at (910) 329-0722 or chipgrouppr@aol.com</p>
<p>1954 Austin Healey 100-4 In storage 25 yrs. Complete. Some non structural rust. Restoration begun. All components inspectable. New wheels/tires. \$18,500 Craig Murden, Wilmington 910 352-2817 or 395-4559</p>	

MARCH BIRTHDAYS

Craid Murden 3/1
Sandra Kriksciun 3/5
Patsy Batson 3/7
Ryan Taro 3/14
Terry Smith 3/19
Mitzi Savage 3/203

John Griffith 3/27
Stephanie Stevens 3/28

New Members

Charles Blackwell Wilmington 2004 Corvette

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.

HOT NEWS

Dues are overdue. Don't forget to pay up so you don't miss out on all the upcoming fun. Dues have not gone up this year. It's still \$20 / year for you and your family or whatever. Checks can be made payable to BMCCF and sent to our new treasurer:

Terry Smith
118 So. Branch Rd.
Wilmington, NC 28411
(910) 686-0785

If you have a subscription to Classic Motorsports Magazine. Check out the article on page 122 for a nice little write up pertaining to our last Battleship car show. The piece was written by Scott Lear and photography by Steve Ritch. Looks like we're beginning to get some positive notoriety in the world of classic sports cars. For all you folks who think we should change the show venue, better think again.



MARQUE MADNESS

D. C. Masters

This month we'll take a look at the Ford Cortinas, specifically, the Mk I models. You don't see too many of these little beauties around these parts. Probably because, being a sedan, they were never offered with factory air. But in the cooler areas of the country they were quite popular.

I owned a 1965 GT model for a few years and liked it very much. Apart from the irritation of having my son kick the be-jeepers out of the back of the drivers seat during road trips it was a trouble free bucket of fun. The little car was capable of competitive auto-crossing with MGBs and Triumphs and could carry all your family and gear to the event. If one ever came up for sale around here I'd have to give it some serious consideration.

Cortina

"As for style. Look at Cortina. That's another Ford difference you appreciate as the years go by. Cortina stays in style."



In the late 50's, Ford had the Anglia 105E at one end of the market, and the Mk.II Consul/Zephyr/Zodiac range at the other. The market in between was filled up with cars like the Vauxhall Victor, the Hillman Minx, and the A55 Cambridge. Ford began work on a car for this market segment, and the Ford Classic made its debut in 1961. It looked like a kind of flashy, bloated Anglia. It turned out to be a relatively upmarket car, and quite expensive to produce, and really still left room for another cheaper, simpler model. Ford had been known for its cheap cars, and while they were trying to flog the Classic, BMC were sticking out things like the Mini, which was even cheaper than the Anglia, and had its 1100 around the corner. The Classic wasn't really doing too badly, so it was persisted with, but it was decided to develop a new car of similar size priced low enough not to be a competitor. The Classic was eventually replaced by the Corsair, continuing Ford's letter C thing.

The Cortina was named after the Italian winter resort 'Cortina di Ampezzo', where the 1956 Winter Olympics were held. Apparently Ford's Chairman, Patrick Hennessey, had suggested the name 'Caprino' for the car, but this was abandoned when it was discovered that the word meant 'goat dung' in Italian. Production started in June 1962, and the Mk.I was launched by Ford of England in September 1962. It was actually known as the 'Consul Cortina' when it was first released, but this soon changed with the realisation that this was dud marketing. A car which didn't look much on paper, and appeared to be cobbled together from bits out of other Fords, went on to become a big success story.

The first Cortinas were all fitted with an engine based on the 1000 cc engine that first appeared in the Anglia (which became known as the 'Kent' engine), stroked to 1200 cc (1198 cc). It was an oversquare design, reducing piston travel per revolution, cutting down on wear, allowing higher revs, and able to be made relatively smaller and lighter. This developed a whopping 48.5 bhp @ 4800 rpm, had a top speed of 78 mph, and fuel consumption of 29 mpg, and had a Tardisly large boot, which I think is important to note. (*'Wheels' Dec. '62*).

"The performance proved engine zips you along at express highway speeds.
And you get exceptional mileage on lowest cost regular!"



In January 1963 a 1500 cc (1498 cc) engine became an option, which used a 5 bearing crankshaft, as opposed to the 1200's three bearings. The engine was mated to a 4-speed gearbox derived from the Classic, with a centrally mounted gearshift, sending the action to the back wheels through a live rear axle, sitting on leaf springs and telescopic shockers. Up front was a MacPherson strut setup. Steering was a slow ratio 4.2 turns lock-to-lock recirculating ball system, and the final drive ratio was 3.9:1.

In summary, deadly conventional, especially compared to the BMC 1100, but Ford got their sums right, and managed to release their base model at £639, as opposed to the 1100 at £675, plus, you got a far bigger boot. Yes! 20 cu ft! The motoring press said the Cortina wasn't anything very startling, but acknowledged that it was well designed and excellent value for money.

Cortinas were firstly available in standard or Deluxe form, with only two-doors available, but four-doors became available in October 1962. The standard cars had a simple painted grille, commonly referred to as the 'iron bar' grille, and painted headlamp surrounds. The dash inside looked like they'd forgotten to put the instruments in. It was aimed at fleet buyers, and really wasn't much cheaper than a Deluxe (£25), so they sold bugger-all, and so not many survive now. January 1963 saw the introduction of a Super Deluxe, in two and four-door models, which had the 1500 as standard equipment. Super Deluxes were identifiable by two chrome strips running down the side of the car, and better interior trim. The Lotus-Cortina also appeared this month.

An estate model (read 'wagon' if you're in the USA or Australia) was released in March 1963. This was only available in Deluxe or Super Deluxe form, with the 1500 being optional on the Deluxe and standard on the Super Deluxe. The Super Deluxe Estate can be picked by its oh-so-tasteful fake wood panelling down the sides and on the tailgate. A GT model was released in April, but more about that in the GT section...

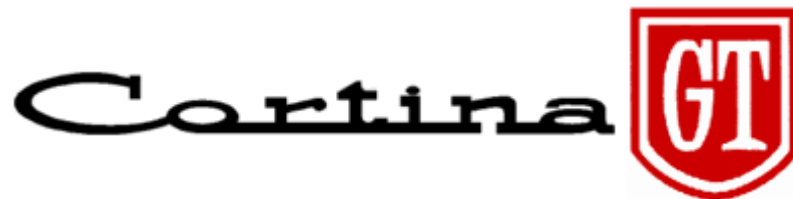
In July 1963 all suspension and steering 'grease nipples' were replaced with marginally less rude sounding 'ball joints', childproof locks were fitted to the rear doors of all models, and the option of a bench seat with a column gearchange became available. The dash was also redesigned with circular instruments replacing the 'strip' speedometer. In December of the same year a Borg-Warner automatic transmission became available as an option for all models with the 1500 except the GT. A two-door 1500 was the cheapest car available in Britain with an automatic transmission.

October 1964 saw a lot of revisions. Models released after this time are often referred to as 'Airflow' models, named after the interior ventilation system that was introduced. Air flow through the car could be controlled through directional vents in the completely redesigned dash (facia), and was then expelled through vents in the C-pillar. Ford literature at the time boasted that all the air in the car was replaced every 40 seconds. I haven't counted, but it seems to work. A heater and screen washers became standard equipment on all but the most basic model, the interior trim was improved, and a dished three-spoke steering wheel was introduced. 9 1/2" disc brakes became standard equipment for all models and not just the GT and Lotus-Cortina, the grille was redesigned to incorporate the indicator and parking lights, and the seats were redesigned. Finally (finally!) the Consul badge on the bonnet was replaced by a similar badge with the Cortina name. The engines featured a higher compression ratio, and increased power and torque.

In September 1965 the standard model was discontinued. The column gearchange was also made unavailable, as was the fake wood trim on the Super Estates (shame). Fixed quarter-light vents were introduced on domestic models, and Aeroflow screens at the rear of four-door models were given a wider 'rim'.

The standard model Mk.I Cortina finished its run in September 1965, with the rest of the line being sold until September 1966, except the Estate, which sold through to November. The Mk.I was replaced by the Mk.II model. An exception was a simplified version of the 1200 Deluxe which was exported to the Netherlands in CKD form for a year. Total Mk.I production was 1,010,090 units, a record for a British manufacturer at the time.

It was in fact later passed by the Mk.II. However, in its home market of the UK, it never outsold the BMC 1100, but worldwide sold far more. Examples were to be seen (and still are) all over the world, and the cars quickly made a name as reliable, rugged, no-nonsense transport. How many BMC 1100's have you seen lately? They became popular as company cars and family cars for their low cost and conventional design, and in its GT and Lotus-Cortina guises, a popular racing and club car.



The Cortina GT was cooked up after the standard cars had their design settled, and so was released a little later in April 1963, available in two and four-door form, a two-door costing £749. No estate version was available, unless you were a member of the Kenyan police force (as Dave Barry might say, I am not making this up). With basically the same mechanicals as the Capri GT, the GT's engine was developed by Cosworth. The 1500 was boosted up to 78 bhp at 5200 rpm, with the help of a double-barrel Weber carb (for a nice sound), a new camshaft profile (a high lift Cosworth number), a reworked head with larger inlet and exhaust valves, special pistons, a tubular exhaust manifold, and a compression ratio increased to 9.1:1. To go with this the engine was fitted with stronger pistons and copper lead bearing shells. This engine was good for pushing the GT up to 95 mph, while still capable of achieving over 25 mpg.

"Up front you've got pure Ford fire, neatly packed into the race-bred, oversquare engine, carefully modified to put out 83.5 horsepower all day at 5200 rpm!"



A new gearbox with a 'remote' gearchange was used, but it still had the standard Cortina ratios, with second a bit low, and a large gap between second and third. A heavy-duty clutch was used, and a larger diameter driveshaft. The braking combination was 9.5" front discs and 9 x 1.75" rear drums, as used on the Lotus-Cortina. Underneath the car had revised spring rates. Wheels were still steel pressings, with 4" rims wrapped in 5.60 - 13" crossply rubber, 0.4" wider than the standard cars. Radials weren't available. Many cars were fitted with wider steel rims not long after being bought (and radial tyres, no doubt), with Boreham offering 4.5" rims and 5.5" Lotus-Cortina rims. Some owners also purchased an 'uprated second' gear ratio kit from Boreham, which lifted the top speed in 2nd from 42 mph to 50 mph. These ratios never became a part of the production line Mk.I GTs.

The interior was based on the Cortina Deluxe. Until the autumn of 1963 the GT had a tachometer mounted in a pod on the steering column, while the oil pressure and ammeter gauges were located in a severely un-ergonomic place, a centre console mounted on the transmission tunnel, which also doubled as a means of hiding the remote gearchange mechanism. Appearance-wise the GT didn't look a whole lot different from the standard Cortina. When the car first appeared, the only means of identification from the exterior was the slightly wider tyres, and 'GT' badges at the ends of the rear quarter panels.



The Lotus-Cortina, the car sometimes known as 'the original fast Ford', appeared in January 1963. There was an increasing demand for sporty cars, and in the USA the relationship between racing success and sales success was being realised. In the early '60s Ford implemented a worldwide policy of 'Total Performance', and each Ford division was left to its own devices. The Lotus-Cortina was the brainchild of the Ford of Britain Public Affairs chief at the time, Walter Hayes. He went on to take part in the founding of the Ford Advanced Vehicle Operation (FAVO), which was later responsible for such efforts as the GT40 and the Escort RS models. The Lotus-Cortina was conceived and developed rapidly, as anyone who owned one and had the rear suspension collapse will tell you.

So how did Lotus fit into the scheme of things? At the time Lotus were developing a twin-cam engine based on the bottom end of Ford's 1499cc powerplant for their Elan, and Hayes knew Lotus boss Colin Chapman personally. Hayes put forward the proposal to Chapman of assembling 1000 Cortinas with the Lotus-Ford engine, so the car could be raced and rallied as a Group 2 production car. Group 1 cars had to be virtually the same as the average family car, but Group 2's could have modified engines, steering and suspension. The thumbs-up was given, and the Type 28 Lotus was born, eventually to be called 'Cortina developed by Lotus' by Ford, and the 'Lotus-Cortina' by the rest of us. You could get yourself one for £1100.

The car succeeded magnificently in lifting Ford's performance image, with its rapid performance and taut and grippy handling making it a great success on both race tracks and rally courses. But it didn't do so much for building a reputation as a producer of reliable cars...