

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

April Mtg. to be held at:

**J. Michael's Philly Deli,
3501 Oleander Dr, 763-6466, (across from Independence Mall),
Wilmington, NC**



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

For additions or submissions to the letter contact the editor:

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Visit the website:

www.bmccf.org

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THE HUB

April, 2007

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

Presidents Message



Here we are in the Spring of 2007 driving cars that are 30, 45, 60 years old. Many of us grew up when those cars were new and bought one as soon as the depreciation set the price low enough for us. My 1960 TR3 was \$450 in 1968. One question I have is how our love of cars will translate into the next generations? There are younger members in BMCCF, to be sure, but many of us are older and we tried and failed to get

our sons, daughters, nieces, nephews infatuated with leaky, drafty, and ornery British roadsters. Is there a way to kindle new interest in these antique beauties? Sure, our cars are lovely to look at by teenagers, but in this current generation few young people even could identify a spark plug or distributor. If you have the answer let the rest of us know. As for activities coming up, may we suggest you not miss the Murrells Inlet, SC drive-down slated for May 5th? It was a blast last year. And to top off your trip down there, afterwards, drive a mile to the Belin Methodist Church on the water

(<http://www.murrellsinletsc.com/events.html>) and see all the booths of food, arts, crafts, and live singing, all at the Annual Blessing of the Inlet. Several of us went after the Charleston/Wilmington get-together restaurant lunch and we found Church parking spaces galore that only a 4 foot wide car could love.

Keep those motors running and see you at the J Michael's Deli for the monthly meeting.

Jack



Since the new BMCCF regalia; grill badges, pins & clothing are sporting the artwork shown here, I have elected to use it as the logo for the newsletter and all other club correspondence. It has come, by default, to be our new "Club Logo". If you have anything with the old "Hub" logo please discard it and begin using this one. Contact me if you need an e-file or a copy of the club letterhead.

D. C. Masters, Editor

BMCCF EVENTS CALENDER

APRIL 2007

- 3rd Passover Begins
6th Good Friday
8th Easter
11th NC Azalea Festival Week, Wilmington ,
www.ncazaleafestival.org
19th Monthly Meeting J. Michael's Philly Deli,
Oleander Dr., across from Independence Mall
21st The Gathering at Shelton Vinyards, Dobson NC.
www.triumphclub.org/
21st Rims on the River Car Show, Downtown Wilmington
www.dbawilmington.com/rims_on_river.html
21st Pleasure Island Chowder Off, www.pleasureisland.org
22nd Colonial British Car show Williamsburg, VA
www.cvbccva.com/7.html
28th AACA Annual Car Show, Independence Mall

MAY 2007

- 5TH Joint Outing with the Charleston British Car Club,
Details TBA
11th Townsend, TN.-20th Annual British Car and Bike
Gathering, information and registration forms,
contact Mack Sneed at blountbritishcars@comcast.net
Jim Watson at spridget@charter.net or 865-599-4305
13th Mother's Day
17th Monthly Meeting Venue tba
19th Time/Distance Rally, Details TBA
19th 11th Annual Triangle British Classic Car Show,
Briardale Shopping Center, Raleigh
Watch; www.ncmgcarclub.org/upcoming.html
For details
19th Armed Forces Day
18th Annual Greek Festival, Wilmington
26th British Car week, Check it out at
www.britishcarweek.org/bcw2007.html
26th Memorial Day Weekend

JUNE 2007

- 9th VIR Gold Cup Races Weekend, Milton, VA. BMCCF
Group Travel outing
www.virclub.com
14th Flag Day
17th Father's Day
21st Monthly Meeting Venue tba
21st First Day of Summer

JULY 2007

- 4th Independence Day
7th Poplar Grove Classy Chassis Car Show & Country
Flea Market; www.poplargrove.com
19th Monthly Meeting Venue tba

- 27th Blues Festival Weekend, Wilmington
www.capefearblues.org

AUGUST 2007

- 4th Leland Under the Lights Car Show, most likely date
16th Monthly Meeting Venue tba

SEPTEMBER 2007

- TBA Atlanta British Car fayre, Norcross, Georgia more
details soon
1st Labor Day Weekend
8th Art & Antique Festival (Most Likely)
Downtown Wilmington
12th Rosh Hashanah Begins
20th Monthly Meeting Venue tba
21st Yom Kippur Begins
23rd First day of autumn
23rd British Car Club Midlands Centre in Columbia SC.
British Car Show in Columbia at Finlay Park in
downtown Columbia.
www.britishcarclubmidlandscentre.com

OCTOBER 2007

- 5th Riverfest weekend Wilmington
www.wilmingtonriverfest.com
8th Columbus Day
13th Pleasure Island Seafood & Jazz Festival
www.pleasureisland.com
18th Monthly Meeting Venue tba
19th Euro Auto Show weekend at the BMW Plant in
Spartanburg, SC
Austin Healey featured marque
<http://www.euroautofestival.com/registration.aspx>
20th Octoberfest weekend, Mayfaire Center, Wilmington
21st Lighthouse International Beer Festival
Hugh Macrea Park, Wilmington
27th Port City Mo-Par car & truck show at Battleship Park
28th Charleston British Car Club Show, BMCCF Club
Weekend Event with the goal of winning "Most cars
entered from a visiting club Award" Details TBA from
Tom & Susan Roberson

NOVEMBER 2007

- 3rd BMCCF Brits at the Battleship Show
Watch www.bmccf.org for details or contact
Edie Cutler at ladyirish@aol.com or 910-799-2753
6th Election Day
15th Monthly Meeting Venue tba

DECEMBER 2007

- No Club Meeting this Month
4th Hanukkah Begins
25th Christmas Day
31st New Years Eve

BMCCF Birthdays & Anniversaries

Birthdays

Don Hamilton	4/23
Ginny Adams	4/7
Pat Bennett	4/9
Marylyn Bollinger	4/30
Gail Guthrie	4/24
Cathy Hargett	4/24
Lillie Syble Jacobsen	4/12
Margie Love	4/27
Brett Marlar	4/1

Anniversaries

Don & JoAnn Hamilton	4/29
Wayne & Pat Bennett	4/24
Hans & Lillie Syble Jacobsen	4/20

BMCCF MEETING MINUTES

March , 2007

Tom & Susan Roberson's Home

- (35) members and (1) guest were present.
- Jack thanked Tom and Susan for their hospitality and hosting of the March meeting.
- The burning of Autoworks, Inc. was announced. Carl thanked everyone for their support.
- Last month's meeting minutes were approved.
- Terry Smith:
 1. Reported \$2,123.18 balance in the treasury.
 2. 62 paid members.
 3. Gave inventory of pins and badges available.
 4. Voted and accepted the treasurer's report.
- Edie was recognized for her work on this years car show. She gave out coupons to for the City Tavern and passes to the Battleship.
- Tom Roberson and Activities:
 1. Washington/Bath Trip. Departure time 7am in the Food Lion parking lot in Hampstead: March 31st. A trip from Washington to Bath with an overnight stay at the Hampton Inn.
 2. Tech Session will take place on a Saturday at a date TBD in May at Autoworks on 6625B Market St.
 3. VIR is on June 9-10th. Members are encouraged to attend. There will be a car show, museum, race sale. You will be allowed to ride on the track.
- Dale stated the BMCCF website now belongs to the car club.
- Meeting adjourned at 6:45pm.

Lynn Wilson, Secretary

OIL FILTER WRAP-UP

By: Clifton Gordon, Copied (with permission) from NCMGCC Quadriga



Some MGB owners have experienced oil pressure problems after changing their oil and filter. They posted the problems on MG internet forums. Some people suggested their engines needed a rebuild. In several cases their oil pressure returned to normal after trying another oil filter. After reading about several oil pressure problems caused by defective oil filters, I purchased an oil filter cutter and have opened over 25 different filters during the past year. I found there are some big differences in the internal construction of competing brands. My observations are not scientific. I don't have equipment to analyze oil flow or

filtering effectiveness so my observations are based on what I consider quality construction principles. Engine oil flow begins at the oil pump in the bottom of the oil pan. Oil is pumped from the oil pump through some oil galleys to the oil filter base in most engines. Some MG engines have external oil hoses and an oil cooler. Oil flows through these external parts to the base of the oil filter. Oil flows into the filter through several small holes around the filter base, through the filtering element, and out the center of the filter base to the engine oil feed galleys. A good filter should have good quality anti-drain back and bypass valves. The filtering media shouldn't be too restrictive and it should remove fine dirt and other particles that can damage engine bearings. The size of the filtering media should be big enough to handle any normal operating conditions. The anti-drain back valve should prevent oil from draining from the filter after the engine is turned off.

The bypass valve will open anytime the filter element becomes too restrictive due to dirt or the oil is too thick. Typical bypass valve opening pressures are around 8-12 PSI.

STP and Walmart Supertech filters have fabric or cardboard filter element end caps. These filters are made by Champion and are identical inside. They have one rubber type valve that is an anti-drain back valve on the outer edge and a lip on the inner edge is the bypass valve. Not a good design in my opinion.

The deluxe K & N filter has a welded on 1" nut for easy removal and the housing is heavier than other filters. The anti-drain back and bypass valves look good. The filtering media is smaller than some other filters. The filter is well built but I think it costs too much for what you get.

A **Mobil 1** filter is exactly the same filter internally.

The **Bosch** claims to have up to 42% more filtering area than conventional filters. The filter element actually has the smallest size filtering area of the filters I have opened. I think the bypass valve will always leak but would never open enough to protect an engine in case the filter clogged.

Wix filters are made in Gastonia, NC. The examples I opened have a big filtering area and the anti-drain back and bypass valves are good. Overall the Wix looks like it is built by someone who cares about their product. I think it's a good filter, I would prefer it over the K & N filter due to cost and bigger filtering area.

NAPA Gold. Not much to say on this one as it's a Wix in a NAPA box. We used NAPA Silver filters in the Legendscar my son used to race and never had any problem with them. I believe CarQuest filters are also made by Wix. AC Delco. The filtering area is big, the bypass valve is good but the anti-drain back isn't up to K & N and Wix standards. The interior tube looks to be restrictive and there are some globs of sealant around the end caps.

Purolator filtering area is good and the bypass valve is steel and seems stiff. The anti-drain back valve looks good and should work well. Inside quality isn't as good as the Wix. The base plate holes are big and base gasket is heavy duty. I consider it a good value for the cost.



Motorcraft and **Advance** Auto filter appear to be made buy Purolator and should be good filters.

Fram. The sure grip case makes it easy to change. The filter end caps are cardboard, the anti-drain back valve looks flimsy, the filtering area has fewer pleats, and is smaller than competing filters. There is no sealing between the cardboard end caps and the anti-drain back and bypass valve. If you see an **Autolite** filter, it's built by Fram. I haven't opened one but expect them to be similar to Fram.



After opening over 25 filters my cutter is dull. I have opened most common filters so this is my wrap-up filter article. If I run across a Mann, I will open it because most users claim they are good. Also, Volvo filters are said to be good. They are probably made by Mann.

My 74 MGB came with a hang down filter. There was a

short run of about 3 months in MGB production that used the hang down filter. For some reason they switched back to the inverted filter. I used a Purolator L10028 for several years with no problems. There is very little room for removal. The filters aren't easy to find and the filter head is above the filter, consequently it's messy to change. About 3 months ago I switched to the normal inverted filter head and used a Motorcraft FL 300. So far I have experienced no problems with the conversion and I get instant oil pressure after the car sits for a week. I think using a screwdriver to punch a couple of holes in the filter top at oil filter changes will make changing less messy. That worked on the 68 GT I used to own. In summary, I will use Wix, NAPA, Purolator and Motorcraft filters in my car. Also I would consider using Advance AA sure grip filters. Fram and Mobil 1 are OK but I think they are over priced. The others I have looked at may work OK but I don't like their quality and prefer to not use them. In my newer vehicles I usually buy the factory filter. I hope the filter articles have been helpful and informative.

Safety Fast, George Coleman

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Technical advice for BMCCF members!

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Contact Trudy Williamson at: (910) 371-3222 for ordering instructions.

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Emb. White Golf Shirt	\$20.00
Emb. Hat, Union Jack	\$12.00
Emb. Hat, BMCCF Logo	\$12.00
Screen Print Ash Sweatshirt	\$20.00
BMCCF T shirt S/S	\$12.00
BMCCF T Shirt L?S	\$12.00
(T Shirts in White or Vegas Gold)	
BMCCF Cloisonné Pin	\$ 5.00
BMCCF Grill Badge	\$35.00

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

MG Good Stuff For Sale

1973 BGT, new tires, needs a paint job and interior
1971 BGT engine out, parts car

1970 B engine out, just bought new floor pans and other panels from Moss

Have the 2 engines on mounts

A whole shed of parts

I can provide as many pictures as needed via email
Asking \$ 5000.00

Bought a 54 TF and 60 A, need the room according to my wife

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1980 MGB Roadster

Rubber bumper with original white paint. Rebuilt engine with only 100 miles. New Clutch, brakes and many other new mechanical components. Top and interior in good condition.

Receipts available.

Contact Chip Cooper 910 329-0722 for more info and pictures or email chipgroup@aol.com.

For Sale,

4 used Michelin red line tires, 185-15 for TR-6.
40% tread left.

\$200.

Call Wayne Bennett at 270-4880.

1960 Austin Healey BT7

Lengthy restoration completed by "VON'S" during 2003-2004

for more info and pictures

Contact Paul Stella @

(910) 538-5335

BMCCF Meets up With NCMGCC for a Great Brit Car Tour

The BMCCF contingent left Hampstead on Saturday morning heading to the rendezvous at Washington, NC with the NCMGCC (North Carolina MG Car Club). After meeting in the parking lot of the Hampton Inn, a long caravan headed down to the waterfront in Washington where reserved parking was arranged for the group of about 40 classic vehicles. After enjoying lunch and discovering the town, the caravan headed to Historic Bath NC (the First Town in NC) along winding roads with numerous sharp turns for a great guided tour of the Palmer-Marsh House and grounds.



After the tour, we all headed to the River Room Lounge and decks of the River Forest Manor in Belhaven, where drinks of all types were consumed and a large buffet was prepared. After drinking and chowing down, most of the group headed back to the motel where more drinks were consumed, good discussion of various topics and along with a fine nights rest. The different groups' headed back on Sunday for a great "top down" drive. We all had a enjoyable time and no-one had any car trouble that I heard about.

John Foster

There were 45 cars participating on the tour with the bulk of them MG's. Not surprising since the event was sponsored by the MG Car Club. It was a sight to behold, all those pretty cars going down the road in a long line. Looked like a long string of jellybeans under power. The highlight for me was the other two Morgans on the trip. A

hot Red 4/4 and a 2005 +6. It was interesting to compare the +6 and my +4. The two cars are exactly 50 years apart and the similarities in construction are astounding.

The NCMGCC folks, especially Debbie Hawkins deserve a great BMCCF Thank you and we hope to meet again soon.

Dale Masters



Rob Deans TR4 Surrey Top at Fort Fisher

HOT NEWS

It's that time of the year again: our yearly rendezvous with the charleston car club! This was a fun meeting with their club last year; this year it's at murrell's inlet at a quaint and famous restaurant. Both our club and the charleston club will meet halfway at murrell's, enjoy camaraderie, eat, try to fix a car or two that won't start, eat and just shoot the bull for a couple of hours.

If you missed last year, you really don't want to miss it this year. they have some wonderful members and some great cars on which to drool!

When? may 5th saturday

Where? murrell's inlet south carolina

Please rsvp by april 13th as the charleston club needs a head count as they order dash plaques for everyone and needs to give the restaurant the number of lunchers.

Don't miss this one! and remember: there is now a bypass around myrtle beach!

Please respond asap to this e-mail only if you intend to make this easy and fun trip. (it's less than a 2 hour drive).

Let's all go!

Tom and Susan Roberson
Activities Committee

Here is some info on the Gold Cup VIR 50th Anniversary Race weekend, June 8, 9 & 10th along with ticket pricing, hotel/motel info. and contact phone #'s for e-mail distribution and inclusion in our club newsletter. I have not selected a "host" hotel for the weekend, but have included a wide listing of area hotels at different prices.

Since this is the 50th Anniv. of the track and they are having "significant racing personalities", hotels, etc. may fill-up quickly.

Info on Car Caravan to VIR: Event Host is: John Foster, phone # 270-7050 or fosterhousejj@bellsouth.net

FOR PENDER COUNTY ONLY:

Meet at the Food Lion parking lot in Hampstead between 7:45 AM and 8:00 AM on Saturday June 9, 2007. We will leave PROMPTLY at 8:00 AM from the Food Lion parking lot traveling WEST on Rte 210 toward Paul's Restaurant parking lot.

FOR NEW HANOVER COUNTY, etc. :

Meet at Paul's Restaurant (phone # 675-9608) parking lot (next to the Exxon Gas Station, off of I-40 EXIT # 408, Rocky Point) between 8:15 AM and 8:30 AM on Saturday June 9, 2007. We will leave PROMPTLY at 8:30 AM from Paul's Restaurant parking lot traveling on I-40 West toward VIR.

The Classic British Sports Car From China

LONGBRIDGE, England — MG, the legendary British brand that expired after a lengthy illness, will be revived this month as a Chinese sports car when the Nanjing Automobile Corporation begins to produce convertible sports cars under that name in China.

The rebirth of MG is the latest and most splashy example of how China's growing economic might is reaching carefully into foreign markets, buying up troubled companies with established brands and using them to build bridgeheads for some of the hundreds of billions of dollars that the country has to invest overseas.

"Within a very small period of time you will see a lot of industries following the same strategy," said the chairman of Nanjing Automobile in the United Kingdom, Wang Hongbiao, whose stature and demeanor bring to mind Humphrey Bogart.

It is a cautious, even stealthlike approach, and a stark contrast to Japan and Korea, which spent billions of dollars over decades to build recognized brands through exports before establishing a high-profile corporate presence overseas. That era reached its peak with the purchase of Rockefeller Center by Mitsubishi Estate in 1989. These days, China also wants to avoid a political backlash, like the kind that has already scuttled at least one deal.

Given those problems, Nanjing Auto, China's oldest automaker, is eager to keep a low profile and has been careful to preserve the British face of its famous brand — lest the reborn MG become nothing more than a Chinese competitor to the Mazda Miata. Earlier this year, Nanjing shipped eight vintage MGs to China as an introduction to the brand. The only twist: In China, Nanjing auto executives have told people that the MG stands for the more instructive "modern gentleman" instead of the original meaning, "Morris Garages," where the cars were first made. MGs became classics of their time, beloved by generations. While the Italians built flashier sports cars for the rich, MGs developed a loyal following among aficionados who still refer to the distinctive logo as the "sacred octagon."

"Emotion is the most important factor in purchasing cars," Mr. Wang, 44, of Nanjing Auto, said. "That's why we feel the brand is so important and is why we want to protect the British flavor of the brand."

Rising labor costs and a series of missteps by British Leyland, the defunct company that manufactured MG during its 1960s heyday, led to the sale of MG to several different owners before bankruptcy finally ended production in April 2005.

Nanjing Auto bought all of the tangible assets from the MG plant, together with the rights to some of Britain's most famous automotive brands, including MG, Morris, Austin and Austin-Healey.

It crated up most of the manufacturing equipment and shipped it to Nanjing, where it has been painstakingly reassembled.

On March 27, the 60th anniversary of Nanjing Auto, the Nanjing plant will start producing two MG models: the MG7, a five-seat, four-door sedan, and the MGTF, a two-seat, two-door convertible sports car. It hopes to eventually export the MG7 to Europe.

But the company has also signed a 33-year lease on a portion of the Longbridge factory site and later this year will begin producing the MGTF there for sale in Britain and eventually continental Europe.

Negotiations are under way to produce a hardtop version of the MGTF roadster through a joint venture in Oklahoma, and Mr. Wang said he hoped Americans would be able to purchase an MG in the near future, depending on the company's ability to meet federal regulations.

Initially, the cars will be updated versions of two-year-old models; Mr. Wang said the company would design all new models — a process under way — in Britain.

"It's just like cooking," he said, sitting in his corner office with Chinese, American and British flags on the carved wooden mantelpiece above a gas fire. "You have to keep the original flavor."

Mr. Wang took a visitor across the empty factory compound to an unused conference center that houses the office of Lord Austin, founder of the Austin Motor Company, later a part of British Leyland.

Inside the musty, wood-paneled office, filled with original furnishings, he pulled open a drawer, releasing a hidden mechanism and allowing the top of Lord Austin's heavy oak desk to slide back, revealing a secret compartment containing a guest book, its pages filled with the signatures of visitors to the legendary car company.

"Royalty signed here," said Mr. Wang with evident enthusiasm at this bit of British heritage. The book contains the signatures of Prince Philip, Princess Margaret and Lord Snowdon.

A collection of gleaming cars is kept in the compound, including a lavish two-tone green 1938 MG sedan with graceful fenders and running boards, as well as an MGB sports car, the most popular British sports car ever made.

"The Chinese strategy to get into the market is to go for mature, established brands that might have had some trouble," Mr. Wang said. Organic growth is too costly and too slow, he said.

"An example is Yuejin," he said, referring to Nanjing Auto's truck brand, a household name in China. "It has a history of 50 years, but for this brand to go into the European or American market would cost us a lot of money because it's not known in either market. To build a brand-new automotive platform would also cost us a lot of time and investment."