

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

Note: The January Kick Off party is on January 14th at the Fox & Hound Pub at 5PM until. See calendar for details

British Motor Club



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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Presidents Message

I'm afraid December has been a non-car club month for me.

Putting up a large collection of Snow Village ceramic houses for the first time in 5 years, decorating, Christmas festivities, (2) of my daughters moving into new homes, a house full of guests from a neighbor's wedding party, all led to a full month. But now things have quieted down and I can look forward to a fun year of enjoying the BMCCF and the cars.

The first thing I need to do is gratefully thank the wonderful and hard working, group of officers for 2005 that made the year the success that it was.

Paul Buckner our VP, who filled in for me in my frequent absences and chaired the all important Brits and Battleship show.

Estelle Samel the Secretary, who took meticulous notes and was always there (with Dan) with helpful comments and ideas at our meetings.

Linda Masters the Treasurer for her usual (for the past many years) accurate accounting of our financial assets and the difficult and often confusing job of tracking our membership roles.

Terry Smith the Activities Director for stepping in, in the middle of the year, and assuming the duties of keeping us all interested in and enjoying our club friends and cars.

Dale Masters the Editor and Chief who carried out the most difficult task of putting out a monthly newsletter filled with interesting articles and facts, as well as assuming the task of Webmaster from Art Gowan when he left the area. There is no one comparable to Dale. We're also glad to see Dale's health continue to improve.

This is not to say that these were the only people that made our club great. There are many, many, others who hosted, pitched in or assisted at events, brought food, attended and participated in events and meetings. I hope this year we can involve even more people.

I will see you all at our Kickoff party. Bill

2006 WATKINS GLEN EXCURSION

Watch for info throughout the potential BMCCF trek to the Prix in Watkins Glen, NY. after Labor Day in September, a definite commitment as to participants very soon after arrange accommodations. your British car so we will be roads as well as our own sweet time. Give it some thought. It will be a trip you'll never forget. Call me if you have any questions.

Dale Masters 270-7762



year pertaining to a Zippo vintage Grand Held the weekend 2006. We will need the number of 1/1/06 in order to The idea is to drive taking secondary It will be a trip you'll

FROM THE EDITOR:

While on a trip to England this past summer, we saw a new MG to us. When we spotted the second one we took a couple of pictures. I went online to see what info I could find and got the following:

The MG *TF* is fundamentally a new generation of the *MGF*, Britain's best selling sports car and introduces a new exterior appearance, an all-new suspension design, higher performing engines and a host of new paint, interior trim and optional hood colours.

Launched into world markets February 2002 with an array of new improvements, the *TF* is led by its design, feature specification and driver enjoyment. In the UK market, the *MGF* has been the best selling car in the roadster sector for the last six years and the *TF* has been evolved to continue this tradition.

A four-model range provides customers with a spectrum of performance, style, affordability and specification. Designated by numbers closely linked to their power output, the range includes the 1.6-litre *TF* 115, the well-appointed 1.8-litre *TF* 135, the *TF* 120 Stepspeed with multi-function CVT sports auto and the range-topping *TF* 160 with the legendary Variable Valve Control K Series engine.

I SURE WOULD LIKE ONE!!



Coming Events

January 2006

The BMCCF Kick-Off party is scheduled for Jan 14th at Fox and Hound, 920 Towne Center Drive, Wilmington, NC 28405, Mayfaire Shopping Center.

Time: 5pm-until

The club will provide appetizers for everyone to share, dinner/drinks are your own responsibility.

We will need to have an accurate count of everyone planning to attend. Request you RSVP by Jan 6th to Susan or Tom Roberson.

e-mail:xke1964@earthlink.net
Susan:910-547-0512
Tom:910-547-0511

February

16th – Monthly meeting,
THE DELI DOWNTOWN
THE COTTON EXCHANGE
319 N. FRONT STREET
762-6995

February

BRITISH DAY AT THE EDINBURGH PUB

WHEN: FEBRUARY 11th, 2006

4PM-UNTIL

WHERE: HOME OF TOM & SUSAN ROBERSON

2905 HARVARD DRIVE

WILMINGTON, NC 28403

WHAT TO BRING: PLEASE BRING A SIDE DISH,
APPETIZER OR DESSERT, BEVERAGE OF YOUR LIKING
AND ONE BRITISH PINT FOR A TASTING.

MAIN COURSES: MAIN DISHES WILL CONSIST OF
TYPICAL BRITISH FAIR OF BANGERS AND MASH,
VENISON STEW, ETC.

RSVP BY FEB. 3RD

TO: XKE1964@EARTHLINK.NET

TOM'S CELL: 547-0511

SUSAN'S CELL: 547-0512

DRIVE YOUR BRITISH CARS TO THE PARTY!!!!!!

Classified Ads

Creative Ads

CUSTOM SILKSCREENING
T-SHIRTS, SWEATS, JACKETS, HATS, BUMPER
STICKERS, VINYL, PLEXIGLASS, NOTEBOOKS

CHRIS MOORE

100-C EASTWOOD ROAD
WILMINGTON, NORTH CAROLINA 28403
910-791-0035

Greenside Mews

Classic British Auto Maintenance & Repair

D. C. Masters

610 Olde Point Rd.

Hampstead, NC 28443

(910) 270-7762

dcllmasters@earthlink.net

<p style="text-align: center;">1969 MGB</p> <p>Car disassembled, all original parts available with car, have new patch panels to be installed, lots of new parts go with car.\$800/\$1,000 obo</p> <p>Contact Ryan 431-9862 rtaro@charter.net</p>	<p style="text-align: center;">AUTOWORKS, INC.</p> <p>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</p> <p>Technical advice for members!</p>
<p style="text-align: center;">1970 TR6</p> <p>Car disassembled, all original parts available with car, have new patch panels to be installed, lots of new parts go with car.\$800/\$1,000 obo</p> <p>Contact Ryan 431-9862 rtaro@charter.net</p>	<p style="text-align: center;">BMCCF NAME TAGS</p> <p>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 style="text-align: center;">FOR SALE</p> <p>Austin Healey 100/6 or 3000 Luggage Rack like new \$100-----Full Tonneau cover for Healey BJ7 or BJ8 like new (list for \$369will sell for\$175)-----4-15 inch Wire Wheels with Tires excellent condition\$500 will fit Healey, TR6 or MGB-----Windshield for Healey BJ7 or BJ8 with frame in fair condition \$100-----TR6 Boot cover excellent \$65-----MGB Luggage Rack good condition \$50-----Various Healey parts please ask-----Also one Power Amp with cables will mount under dash ,make offer. PLEASE CALL JEFF STARLING AT 791 -9981 OR 231-3254</p>	<p style="text-align: center;">1980 MGB</p> <p>Rebuilt engine (3.5K miles), new clutch & brakes, many other new mech components, paint, top & interior original and in good shape.</p> <p>Contact Chip Cooper at (910) 329-0722 or chipgroup@aol.com</p>
<p style="text-align: center;">1972 MGB Roadster</p> <p>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 style="text-align: center;">1978 MGB</p> <p>Runs & drives, Needs alternator and the usual cosmetic work \$1000 Call Carl @ 791-5074</p>
<p style="text-align: center;">Parts</p> <p>Late model MGB head, no cracks – TR4 rear axel</p> <p>Mark Silver Smith (910) 200-9073</p>	<p style="text-align: center;">1978 MGB</p> <p>55K, Red original paint, Overdrive Contact: Peter Davis 470-9925</p>

JANUARY BIRTHDAYS

Chris Moore	1/1	John Althouse	1/16
Gary Foss	1/3	Joe Sheridan	1/18
Charles Ward	1/5	Megan Van Vliet	1/25
Joanne Foster	1/11	Ann Wingo	1/28
Lynn Wilson	1/11	Rob Deans	1/29
Gail Massey	1/12		

JANUARY ANNIVERSARIES

<i>Edie Cutler & Pam McMahon</i>	<i>1/3</i>
<i>Marilyn & Howardr Bollinger</i>	<i>1/20</i>
<i>Mary & Victor Mannio</i>	<i>1/22</i>
<i>Ann & John Wingo</i>	<i>1/28</i>

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 due in January. 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 were a lucky club member to have won an award at the Battleship show, you are required to attend the year end party or a subsequent business meeting to collect your plaque.

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.

MARQUE MADNESS

D. C. Masters

The following article will be the first in a series intended to provide some insight into the realm of British cars. I have noticed that a good number of folks who are into our great hobby tend to think only in terms of the cars that they own. For instance; MGB owners know all about MGBs but not much about other marques. This month I'll start with a car that every one knows when they see it, but usually nothing about it's history.

I can't take credit for writing this piece. It is a reprint from the UK Morris club website.

MORRIS MINOR

Launched at the Earls Court Motor Show on 20th September 1948, the Morris Minor was the first British car to reach a production of one million.

Over 1.6 million were eventually made at the manufacturing plants at Cowley in Oxfordshire, and exported to all four corners of the globe, until production ceased in 1971.

The Minor was built by William Morris (Lord Nuffield) of the Nuffield Organisation. This sprawling business included (amongst many, many other firms), Wolseley, the SU carburettor company and Morris Garages, or MG. Its designer, Alec Issigonis, was later knighted and went onto design other famous vehicles including the Mini.

The first Minors had the tried and tested 918cc side valve from the Series E Morris Eight. However, Issigonis had originally intended the Minor to have a 800cc and 1100cc flat four (horizontally opposed), water cooled engine. This is why there is so much space in the engine bay, making the Minor an easy car to maintain.

The "Mosquito" was Issigonis prototype's name, and together with Jack Daniels and Reg Job, they set out to create a completely new and innovative car. Features included:

- monocoque design (as opposed to the traditional chassis / body)
- rack and pinion steering

- independent front suspension utilising torsion bars
- smaller fourteen inch wheels
- striking styling lines

FINAL CUT

The history of the design and production of the Morris Minor is coloured with amazing stories. But without doubt the most significant was Issigonis' monumental eleventh-hour decision to widen the car by four inches!

All the prototypes were 57 inches wide, but Issigonis felt that this was too narrow, and ordered one of the eight prototypes to be cut down the middle. The change obviously had serious design implications for the design team, who had to recalculate hundreds of dimensions. But the extra width gave the car improved stability and road holding. A reminder of this historic decision can be seen on all Morris Minors, by the flat strip that runs down the centre of the bonnet.

"THE WORLD'S SUPREME SMALL CAR"...

...said the motoring press at the launch. Sold for £358 10s 7d, demand outstripped supply.

Over 75% of the early Series MM cars were exported, many of them to America. And it was America's lighting laws that brought about the first major post production change to the design of the Morris Minor.

MODEL VARIATIONS

The Morris Minor comes, basically, in four guises, all of them pretty much the same shape, but each with subtle, yet significant differences.

Series MM - September 1948 to February 1953



right: Series MM tourer from 1949 exhibiting all the classic features of the early "lowlights".

Split windscreen, tiny back window and headlights mounted in the front grille characterised the early "lowlight" MMs, later with headlights on top of the wings. The grille-mounted headlamps of the early "lowlights" were not high enough for the Americans. And so, much to his annoyance, Issigonis and his

team went back to the drawing board and modified the shape of the front wings to accommodate the headlights, now high enough for the Yanks!

All series MM's had the 918cc sidevalve engine, which was the least powerful of all Minor engines.

First in two door, then in four door and finally in 'tourer' (soft top / convertible) form, these are probably the most expensive and sought after.

Series II - 1952 to 1956

The Nuffield Organisation merged with the Austin Motor Company to form the British Motor Company (BMC) in February 1952. The old Morris side valve engine was ditched in favour of the more modern 803cc overhead valve engine from the Austin A30. And so the Series II was born.



1955 Series II two door in Clarendon Grey

The Series II also adopted the Austin gearbox, and although performance was considerably increased (0-50 mph in 25.7 seconds!), there was little else to tell the Series MM and Series II apart.

In May 1953, the 'Light Commercial Vehicles' were launched. These had a separate chassis, and came in van and pick-up versions, but more about these later. The Traveller was introduced in October 1953. This had the same monocoque design as the saloon and convertible, but had a wooden ash frame and aluminium panels bolted to the back, producing what was effectively an Estate or Station Waggon.

In 1954, the Series II underwent a facelift. Out went the old 'cheesegrater' style grille to be replaced by the more familiar slatted grille, which stayed with the Minor for the rest of its production. The rear lamps were made slightly larger, and inside the speedometer was moved to its well-known position in the centre of the fascia.

In 1956, the Minor was again modernised. It was given a larger 948cc engine which increased power

output by 20%. A new gearbox with better ratios, and a remote-control gearshift was an improvement over the old 'fairy-wand' with which the driver had to shuffle the gears.

Externally, the split-windscreen was replaced with a single curved piece of glass, and the rear window was enlarged, making visibility much better. These improvements kept the Minor's popularity going, and sales continued to boom both in the UK and abroad.



Minor 1000...or more accurately a Minor 1000000. In 1960 a limited edition of 350 Minor 1000's were made celebrating the Millionth Minor produced, all finished in a delicate shade of lilac!

On 22nd December 1960, the millionth Minor rolled off the production line (the first British vehicle to achieve this) and to mark this auspicious occasion 349 replicas of **the** millionth Minor were produced. These were finished in lilac paint, and had white and gold leather seats. Special "MINOR 1000000" badges were made for the bonnet and boot. Minor Millions have a cult following even within the Morris Minor Owners Club, and over forty are known to have survived.

In 1962, the Minor 1000 received another upgrade, this time in the form of the 1098cc engine. This improved power output, although a change in back axle ratio meant that top end speed did not increase.

Other improvements for 1962 included a larger clutch, larger drums on the front, a better heater and improved rear lights. Trafficators (or semaphore arms) had already disappeared in 1961, and on the dashboard open glove boxes replaced the lidded ones.

The last batch of improvements came in 1964 with a new two-spoke "safety" steering wheel, improved seating, a combined starter and ignition switch (replacing the pull-start). Oh, and the passenger glove boxes was given its lid back!

Light Commercial Vehicles

LCVs were launched in May 1953, shortly after the merger with Morris and Austin to form the British Motor Corporation, and were produced both as the Series II and the 1000. Also known as the O type quarter ton, the LCVs are sometimes classified apart from the Morris Minor saloons, convertibles and travellers.

The main difference from saloons, convertibles and travellers, is their separate chassis, on to which either a van back or a pick-up bed can be bolted. They were also made available simply as a rolling cab/chassis so that custom coachbuilders could build their own bodies.

The main users of these vehicles was the General Post Office and the Royal Mail. The Royal Mail vans were each assigned to a specific driver, unlike the Post Office vans which were shared out and driven by anybody. Consequently, the Post Office vans took a bit more hammer than the Royal Mail vans. So in an attempt to reduce the damage to the front wings caused by careless parking, the Post Office had specially produced rubber wings fitted to their Series II vans.



left: a 1954 Series II GPO telephone engineer's van

These distinctive green split-screen Post Office vans were also fitted with an opening drivers-side windscreen. Hinged at the top, the driver could push open the windscreen to provide ventilation and stop his cab misting up! It is features like this, and the wooden ladder on top of the roof that make the Series II Post Office van one of the most distinctive, different and likable Morris Minors of them all.

BRITISH LEYLAND

Sales of the Morris Minor declined steadily during the late 1960s and through the formation of British Leyland. Alec Issigonis was knighted in 1969. The irony was that it was his own Morris 1100/1300 range that helped put up a challenge to the 22 year old Minor.

New cars such as the Austin Maxi and the forthcoming Morris Marina meant that production of the saloon ceased at Cowley on 12th November 1970. The last of the Travellers was built in April 1971. Perhaps it is also ironic that the very car that the Minor made way for (the Marina) now provides many of the parts for owners who want to upgrade their Minor!