

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

**Next Meeting
March 20th
Temptations**

**Eats Starts @ 6 PM
Meeting Starts @ 7PM**



BMCCF

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

For additions or submissions to the letter contact the editor:

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BMCCF@ec.rr.com

Visit the website:
www.BMCCF.org

Volume 16 No.3

THE HUB

March 2014

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

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The HUB is published and distributed Monthly by the Cape Fear British Motor Club.

Articles reflect the opinion of the author and are the property of the Cape Fear British Motor Club and may be reprinted by similar clubs providing the author and source is credited.

Deadline for submission of articles is by the end of the third week of the month prior to publication.

President's Message:

We are getting closer to that time of the year when we can air out our little toys. I know I have to get going and finish up some things on the MG now that we appear to have come out of the ice age. As I mentioned at our last meeting please give some thought to some events for the coming season; it could be something as simple as a morning drive to a favorite breakfast place or a place for lunch. Perhaps there is an interesting museum that is within an hour or two drive or some scenic spot to have a picnic lunch. Send your thoughts to Eric and he can add them to the calendar. Keep in mind that if your idea is included you will be responsible for setting up the event, I'm sure others will be willing to offer help if needed. With that in mind below are the guidelines for setting up an event: **BMCCF EVENT PLANNING**

EVENT CONCEPT – Something you've been wanting to do that you think the rest of the club may be interested in. It could be a simple several hour drive along back roads, an overnight event to a specific destination, a rally of some sort or a gathering at your own home after a drive. (con't)



President's Message (con't):

PICK A DATE – check date availability with event coordinator.

PLAN A ROUTE – Set up routes, times, starting & ending points. It is recommended that you personally drive the intended route prior to finalizing it to make sure there are no surprises.

CONTACT HOTEL AND/OR RESTAURANT – If you are planning an overnight event make reservations and arrange for room blocks and special rates once you know how many people will participate. If it is just a day run, make arrangements for lunch.

OBTAIN APPROVAL FOR CLUB EXPENDITURES – Get cost OK in accordance with bylaw requirements prior to making any commitments. Make purchases for prizes, caterers, etc.

COMMUNICATE EVENT – Design flyers & submit for publication in newsletter website.

FINAL REMINDERS – Contact event coordinator to ensure final email reminders.

I'm looking forward to another fun year of driving and exploring with all of you.

Steve



BMCCF - MINUTES

Temptations, a.k.a. the BMCCF Club House

Meeting was called to order at 7:00 by President Steve Donatone. There were 28 people in attendance. Steve acknowledged visitors Michael and Nosika Fisher who have an MGB and are considering joining the club. Welcome Michael and Nosika and we hope to see you soon!



The minutes of the January meeting were approved with Mickey Finn moving to approve and David Ward seconding.

John Moore delivered the Treasurer's Report. Revenue included \$625 in dues and \$35 for medallion sales. Expenses included nametags, supplies for the chili cook off and production of the phone book – now available! – totaling \$253. The club balance is approximately \$5800.

Steve said he reviewed the By Laws regarding granting honorary status with no membership dues to the spouses of deceased car club members. No changes to the by-laws are necessary.

Eric Robinson, Car Show and Activities chair, could not attend the meeting but sent an email to Steve with updates. Eric has submitted the 2014 car show budget of \$5500 to the Board of Directors, which they approved. Since then Eric identified additional expenses including \$200 for a sound system, costs for Porta-Potties and additional costs for the venue. Steve and John will work with Eric to refine these costs. The projected revenue from the show is \$7475 which would leave approximately \$2000 net some of which would be donated to local charities.

Steve explained that two committees – Publicity and Raffle – still need chairpersons. Steve said he encouraged Eric to call a meeting with the chairs to clarify responsibilities. Steve revealed his fiendish plan of asking folks who had never volunteered to stand – at which point Steve was going to anoint those who had never volunteered to car show tasks. But Steve demurred and once again asked folks to volunteer on their own. If you do volunteer for a chair position remember that you do not have to go it alone. Past chairs will help and others will come to your aid as well.

Regarding the contributions of some of the proceeds to charities John Williamson asked if we could identify the charities before the show so he could tell those who may want to contribute to the goody bags. Steve said that decision was made after the car show when the Board knows how much we have to donate. Steve suggested that John tell potential donors that proceeds benefit local charities, the money stays in the community, etc. We could also provide the names of charities who we gave to in the past. John is doing that but both John and Trudy would find it helpful to be more specific and name those charities. Trudy said that if a donor needs to know specific charities and we can't provide the names they may not donate. John Moore stated that if the show is rained out, for example, and there is no money to donate then folks may be upset. Mickey Finn pointed out that a contribution to the show is actually not tax deductible since BMCCF is not a 501c3.

Steve introduced Edie Cutler. Edie and John Moore talked with members, Thelma and Steve Struder of CSI Promotions. CSI has agreed to provide all sorts of club "stuff" such as shirts, notepads, huggers, even decks of cards and watches. The club will not have to buy anything nor warehouse anything. CSI is putting together a new website where BMCCF members can go and order what they want with the BMCCF logo. Edie said she will provide more details as CSI gets them to her. John talked with CSI about CSI providing nametags going forward.

Regarding the Activities committee, Steve will talk with Eric Robinson, who is Activities chair as well as Car Show chair, to make sure Eric is not overwhelmed and to offer assistance. Mickey pointed out that Eric will be traveling during April and May. Activities are a big part of the club and Steve wants to be sure our activities calendar is robust and that Eric doesn't get burned out before the car show. Anyone can suggest an activity. Send an email to Eric describing the details of the activity and Eric will post it on the calendar. It is then up to the member suggesting the activity to execute the activity – planning, logistics, etc. Susan Roberson and Donna Schaefer are planning a weekend trip for 2014 – details to be announced. The New Bern trip last year was fantastic – if a bit on the wet side - so look for the 2014 to be equally fun.

We have had some fantastic activities in the past – let's have some more memorable ones in 2014.

Since a president is a member of the Board of Directors and we had one too many Board Members elected, Christen Christian volunteered to step down so Steve

could take her place. Steve thanked Christen for that and also for maintaining the website. Some items that should be updated on a monthly basis on the website: current version of The Hub, membership roster, activities calendar. Steve asked that the names and contact information for the Board of Directors be posted on the website as well.

The members of the Board are: Ron Foster - chair, David Ward, Donna Schaefer, Tom Yoshida, Steve Donatone.

New business: Will there be food options at the Car Show? Yes, Eric is planning on at least one food truck. Will there be a pre-show party? Steve thinks that Susan Roberson is working on that after last year's smashing success.

Steve adjourned the meeting at 7:30 PM.

Respectfully submitted,
Pam McMahon

BMCCF Board Meeting Results:

The board met on 1/31/2014

Present were **Steve Donatone, Ron Foster, Donna Schaefer, David Ward**
Tom Yoshida was not present. Also present **John Moore and Eric Robinson**

1 The board elected **Ron Foster** as this years Board Chairman

2 **John Moore** reviewed the clubs finances and restated that any expense above \$150 requires prior board approval.

3 The board approved the expense for the 2014 BMCCF phone book

4 **Eric Robinson** presented the budget for this years car show which the board approved.

5 **Steve Donatone** reviewed the clubs policies which provide for granting lifetime membership with voting rights and no annual fee. **Cookie Cooper, Linda Masters, Susan Roberson and Estelle Samel** were granted this designation.

Ron Foster



UPCOMING EVENT NEWS



42nd Annual

Cape Fear Chapter

Antique Automobile Show

Saturday, March 8, 2014
Independence Mall
Wilmington, NC








For more information: www.ncregionaaca.com/capefear
 Ashby Armistead (910) 612-0470 (trashbya@aim.com)
 Matt Hinson (910) 471-0797 (matthew.c.hinson@gmail.com)

THE
Classic
Motorsports
magazine

APRIL
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Go to www.MittyEventTickets.com now to buy your tickets!

From Dennis Taylor - It's almost time for the North Carolina MG Car Club's 18th Annual Triangle British Classic Car and Motorcycle Show. Would please include the attached information in your Club's Newsletter. We look forward to seeing you at the Car Show on May, 17. Thank You, Dennis Taylor VP

**18th Annual
TRIANGLE
BRITISH
CLASSIC
CAR &
MOTORCYCLE
SHOW**

May 17th, 2014



**North Hills
On Six Forks Road
Raleigh, NC**

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Shopping

With almost 100 stores, you'll find something for everyone at North Hills. It's the areas most unique place for shopping and it's right here in Raleigh, NC. Dubbed "Raleigh's version of Madison Avenue" by the News and Observer, North Hills is home to more than 100 acres of retail bliss. Here, trend-setting boutiques, French antiques and innovative toy stores mingle with grocery stores, coffee shops, and Raleigh's favorite restaurants—all just a few steps in any direction.

Dining

From light snacks to formal dining, from hand-made pretzels to porterhouse steaks, North Hills has many restaurants to satisfy every taste in food.



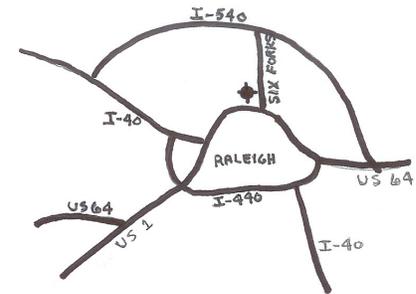
Ray Price Triumph was established as a new Triumph dealer in 2010. That same year, Triumph recognized us as the "Best New Dealer" in the United States!

Since then we have worked to maintain the outstanding reputation that the Ray Price name has come to hold. Through all our hard work and dedication, we were recently named the Number One Mid-Atlantic Dealer for 2012.

We are located at 1126 S. Saunders Street, Raleigh, NC. Contact us at (919) 832-2261

Hotel Accommodations

There are several hotels in the area including Hampton Inn, LaQuinta, Marriott, Holiday Inn, Comfort Suites, and the Renaissance Hotel or the Hyatt House at North Hills. Check with the hotels or internet for rates and availability.



DIRECTIONS:

From the West: Travelling on I-40 toward Raleigh, take Exit 289 (Raleigh North / Raleigh East). Travel along this road to I-440/US 1 North toward Wake Forest/Rocky Mount/Wilson. Continue on I-440 and take Exit 8B (Six Forks Rd./North Hills). Merge onto Six Forks Rd. The North Hills shopping area will be on your left. Turn left at the light at the main entrance and follow the signs to registration.

From the East: Travelling on US 64, exit onto I-540 and follow directions below. Travelling on I-40, exit onto I-440 North/East and continue to exit 8B Six Forks Rd./North Hills. Turn right at the top of the ramp onto Six Forks Road. The North Hills shopping area will be on your left. Turn left at the light at the main entrance and follow the signs to registration.

From I-540: Exit at Six Forks Road, turning toward Raleigh. Remain on Six Forks Rd. for approximately 5 miles until you see Lassiter Mill Rd. on your right. The North Hills shopping area will be on your right after Lassiter Mill Rd. Turn right at the light at the main entrance and follow the signs to registration.

This year the British Car Club - Midlands Centre will be hosting the 8th annual Carolina British Classics Car Show, otherwise known as CBC-VIII, on Saturday April 5th, 2014. Please help us get the word out about this event by forwarding this e-mail to your members and posting it on your event calendar.

Registration for the show this year is \$30 by March 5 and \$35 after. There is no additional charge for passengers this year. I have attached a registration form.

The show this year celebrates the Jaguar. Again we will be merging our event with the popular Tartan Day South Festival at the Columbia Speedway, an historic "vintage" track from the early days of NASCAR racing. There will be lots of interesting and entertaining diversions throughout the day and a variety of merchandise and food vendors. A portion of the proceeds to benefit two charities this year: Wounded Warriors and Hidden Wounds.

The show's web page is <http://www.bccmc.com/CBC-VIII.html>.

We looking forward to seeing you at the show!

Cliff Berry

Carolina British Classics-VIII 2014



April 5th 2014

Exit 115 on I-26; 2001 Charleston Highway, Cayce, SC 29170

Columbia Speedway

The show this year celebrates the Jaguar

The speedway is a historic "vintage" track from the early days of NASCAR racing. This year we will again be merging our event with the popular Tartan Day South Festival. There will be lots of interesting and entertaining diversions throughout the day and a variety of merchandise and food vendors.

Registration form must be completed and properly signed by driver and passengers.

Late registration and registration at the gate is \$35

Parking for show from 8 am to 11 am April 5, 2014

**A portion of the proceeds to benefit two charities this year:
Wounded Warriors and Hidden Wounds**

Marque Classes

- | | |
|--|---------------------------------------|
| 01- Austin Healey 100 | 25- Mini (Classic—Pre-2000) |
| 02- Austin Healey 100-6 | 26- Mini (Late Model—Post 2000) |
| 03- Austin Healey 3000 (side curtain) | 27- Morgan (All Models) |
| 04- Austin Healey 3000 (Roll-up windows) | 28- Rover (All Model) |
| 05- Austin Healey Sprite (Bugeye) | 29- Rolls Royce / Bentley |
| 06- Austin Healey Sprite (Square Body) | 30- Sunbeam Alpine |
| 07- Austin/Morris/Riley | 31- Sunbeam Tiger |
| 08- Jaguar XK 120, 140, 150 or earlier | 32- Sunbeam (Other) |
| 09- Jaguar E Type Roadster | 33- Triumph TR2/3 |
| 10- Jaguar E Type Coupe / 2+2 | 34- Triumph TR4 |
| 11- Jaguar Sedans/Coupes (Pre-1969) | 35- Triumph TR250 |
| 12- Jaguar XJ6/12, XJ8 | 36- Triumph TR6 |
| 13- Jaguar XJS (Coupe/Roadster) | 37- Triumph TR7 |
| 14- Jaguar XK8, XKR (Coupe/Roadster) | 38- Triumph TR8 |
| 15- Lotus (All models) | 39- Triumph Stag |
| 16- MG-T Series (TA, B, C, D & F) | 40- Triumph Spitfire |
| 17- MGA (Coupe/Roadster) | 41- Triumph GT6 |
| 18- MGB Roadster (Chrome Bumper) | 42- Triumph (Other) |
| 19- MGB Roadster (Rubber Bumper) | 43- TVR |
| 20- MGB-GT (Chrome Bumper) | 44- Jensen Healey |
| 21- MGB-GT (Rubber Bumper) | 45- Aston Martin |
| 22- MGC (All) | 46- Special Interest (incl. modified) |
| 23- MG Magnette (AZ, AB, III & IV) | 47- British Motorcycles |
| 24- MG Midget | |

(\$30.00 pre-registered & post marked by March 5, 2014; \$35.00 after March 5, 2014)

If any questions – Please contact Ed Farnell at: eafarnell@gmail.com

Check out these new BMCCF Member Creations:

These are the first engineering samples of custom 3 ear knockoffs I've had tooled and will be producing in the UK. with a highly reputable company in the wheel business. I did these since I could only find 3 eared ko's that had short "swept" ears, which I don't like at all.

I'm going to be the US distributor for these. The standard set will be cast in hi tensile brass as these are and we're also contemplating doing a version in a new aluminum alloy which is calculated to be the same strength as the brass but much lighter, reducing unsprung weight.

The set you see here are not final polished nor plated yet.

I'm thinking of also doing a version with 3 appropriately sized lightening holes drilled in the ears.

I do not have prices yet, but that info will be forthcoming shortly if any of you are interested. I will be advertising in Jaguar publications.

Final polished pieces >

Howard Bollinger - Designer



BMCCF Tech Tips



Wiper motor burned out?
I can fix that!



Car imported from the
wrong country?
I can fix that!



Exhaust pipe dragging?
I can fix that!

LET'S GO MET: HAPPY 60TH ANNIVERSARY, METROPOLITAN

By: Jim Koscs - from HAGERTY

Here's a bit of trivia guaranteed to get you glassy-eyed looks at cocktail parties: The Smart car sold by Mercedes-Benz dealers has only just eclipsed U.S. 70,000 sales since its 2008 launch. Add another 25,000 for Canadian sales since 2004, and the Smart has finally matched another imported minicar sold in both countries long ago: the Metropolitan.

While you ponder the significance — or insignificance — of that comparison, bid a happy 60th anniversary to the Metropolitan, which Nash introduced in March 1954.



In its best U.S. sales year, 1959, the Metropolitan sold 20,400 cars. The Smart's best U.S. sales year was its first, with 24,600 sold. Some may consider both cars to be sales duds, but one makes people smile just by looking at it. Hint: it's not the Smart.

Even with the miniscule Crosley selling in miniscule numbers, Nash moved ahead with a new two- to three-seat commuter car, spurred by a positive response to a prototype shown in 1950. Consumers — at least the ones who saw the little Nash — liked the idea of a second car for the household, or more specifically, the housewife to whom Nash was pitching the little buggy.

That same year, Nash introduced its compact 100-inch wheelbase Rambler. Clearly, there were some progressive thinkers in Kenosha, Wis. Nash's innovations included unitized construction, seatbelts, and modern heating and air conditioning systems, among others. Many people, however, remember Nash for seats that converted to beds — a matter of priorities, perhaps.

In 1950, most of the industry was focused on developing bigger, sleeker, faster cars. In the wake of the Great Depression and the Second World War and its gas rationing, though, there was concern in some corners that Americans should be

driving smaller, more frugal automobiles. Were Powell Crosley, Jr., George Mason of Nash and his successor, George Romney, a bunch of Debbie Downers — or ahead of their time?

While most American carmakers were giving the small-car idea short shrift, European imports were beginning to trickle into the market. It was to Europe that Nash turned for help in bringing the Metropolitan to market. It would not have been profitable to build in a U.S. factory.

Nash had experience with international liaisons, having collaborated with Britain's Healey and Italy's Pininfarina to build the expensive Nash-Healey sports car. The company turned again to Britain for Metropolitan production. Austin would make the car under contract and also sell it in England under its own brand.

In that context, the Metropolitan was a groundbreaker, a "captive import" before the term was applied two decades later for American-branded imports like the Dodge Colt, Plymouth Cricket and Ford Courier pickup truck.

The Metropolitan's mechanicals were all Austin, but the unit-body engineering and mini bathtub shape were pure Nash. At just under 150 inches long on an 85-inch wheelbase, the tiny Met, which came in coupe and convertible body styles, was smaller than the Volkswagen Beetle.

The 1,200-cc four-cylinder Austin engine offered 43 horsepower, outgunning the VW Beetle by a few ponies. The Met could out-drag a Beetle to 60 mph — about 22 seconds vs. 30, but its three-speed manual transmission and low gearing made the Met more suited to suburban rambling than highway hauling.

Just before introducing the Metropolitan in March 1954, Nash merged with Hudson to create American Motors Corporation. The Metropolitan was offered under both nameplates, but then as its own make alongside Rambler when AMC dropped those brands after 1957.

The Metropolitan's \$1,445 price for the 1954 coupe was about the same as a VW Beetle, but the transaction price was a bit higher due to the "optional" radio and heater being essentially mandatory. Kaiser's larger Henry J compact, then in its final year, cost a bit less.

Performance got a boost with a larger 1,489-cc engine for the 1956 model, called the "1500," with the update also adding a new grille, revised suspension and

dapper two-tone paint schemes. Horsepower hit 52, and then a whopping 55 in 1959, when price reached nearly \$1,700. At least for that price, the Met finally had an external trunk lid.

The Metropolitan had its best sales years from 1957-1959, a sign of customers reacting to the recession of the period. Production ended in spring 1961, but Mets were still available into 1962. That year, the VW Beetle approached 200,000 U.S. sales.



Cars of Futures Past – Crosley Hotshot

By Kurt Ernst - Hemmings Daily

To be clear, the recipe used to craft the Crosley Hotshot was a familiar one, even when the diminutive roadster debuted on the U.S. market for the 1949 model year. Instead of adding a bigger engine to increase power, or reshaping the body for improved aerodynamics, the Crosley Hotshot followed a design philosophy that would later become the mantra of Lotus founder Colin Chapman: To increase speed and improve handling, simply add lightness.



With an overall length of 145 inches, a width of 51 inches and a weight of just 1,104 pounds in road-going trim, the Crosley Hotshot was practically microscopic by standards of the day. Its compact size meant that even a modest engine would produce acceptable performance, and although the four-cylinder engine beneath the hood displaced just 748 cc (45.6 cubic inches) and made a scant 26.5 horsepower, the Hotshot could reportedly run from 0-60 MPH in under 30 seconds, on the way to a top speed of 74 MPH. That was in stock trim, but set up for racing, with the windshield, bumpers, headlamps, spare tire and passenger seat removed, the Hotshot could cut this time considerably, with period accounts reporting a 20-second run to 60 MPH. Aftermarket tuning parts could drop this time even further while boosting the Hotshot's top speed to 90 MPH or more.

Though Crosley subcompacts debuted in the prewar years, it was the postwar production that began to capture the eye of a public hungry for automobiles in the years following the Second World War. Powel Crosley's ultimate goal was to make every car in America a two-car family, and his affordable, fuel-efficient cars seemed like they had a shot at achieving this. Then problems began to surface with the [Crosley CoBra \(Copper Brazed\) engine](#), a compact and lightweight 724-cc (44-cubic-inch) engine made of pressed steel and featuring an integrated cylinder head with an overhead camshaft. Originally



constructed for military applications (such as generators and compressors), the small engines were designed to have an operational life of 50 hours at a constant 5,000 RPM. Though changes were made to ensure better longevity in automotive applications, CoBra engines began to suffer corrosion and overheating issues, particularly when the coolant level was not monitored religiously.



This tarnished the reputation of Crosley automobiles, but Powel Crosley was not one to willingly accept defeat. Beginning with the 1949 model year, Crosley introduced a stouter engine, called the CIBA, for Cast Iron Block Assembly. As the name implies, the engine (which still featured an integrated cylinder head and an overhead camshaft) was now made from cast iron; equipped with five main bearings, the CIBA engine could be revved to 10,000 RPM without fear of damage, making it ideal for use in a compact sports car like the Hotshot. Despite the change in materials, engine weight did not increase significantly, and at 150 pounds dry, the cast-iron engine weighed just 12 pounds more than the pressed-steel version

The Hotshot's engine may have been advanced for the day, but its suspension was far from sophisticated. Up front, a solid front axle was sprung with a pair of semi-elliptic leaf springs and oil-filled shocks, while the rear suspension consisted of coil springs and shocks positioned by quarter-elliptical leaf springs. Wheels were just 12 inches in diameter, the same size used on less-sporting Crosley models, while rival MG equipped its TC sports roadster with 19-inch wheels to better withstand the rigors of competition (and to reduce heat buildup). The Hotshot did have one ace up its handling sleeve, at least in early production: disc brakes. Borrowing a technology developed for aircraft, Powel Crosley specified aluminum Goodyear-Hawley spot disc brakes on all four corners, giving the Hotshot a significant braking and fade-resistance advantage when compared to its competition. As it turned out, these functioned best in climates where winter was something you read about in the newspaper, like the Deep South. In areas where road salt and grit were used to stem the tide of ice and snow, the aluminum disc brakes had a propensity to corrode and seize, prompting a revision to four-wheel drum brakes on Hotshot models built for the 1951 and 1952 model years.



In 1950, Crosley released a deluxe version of the Hotshot as part of its "Super" series of automobiles. Originally called the Super

Hotshot, the car eventually became known as the Crosley Super Sports, and included such amenities as a folding roof (as opposed to a roof that required construction of a frame to secure in place), a larger rear window, interior trim and (in most cases) a “flying bird” hood ornament. For the 1951 model year, the Super Sports introduced full doors and carried over the deluxe interior, and both Hotshot and Super Sports models were eventually available with the high-compression “Quicksilver” engine, which reportedly raised output to 30 horsepower.

Crosley Hotshot and Super Sports models quickly proved themselves in competition, and a Hotshot took the overall win at the inaugural [Sam Collier Memorial Endurance Race](#) in Sebring, Florida, in 1950. This was backed up by a victory in the Grand de la Suisse in 1951, along with a second-place finish in the 1951 Tokyo Grand Prix. A Hotshot entered by [Briggs Cunningham](#) may have realized an index of performance win at the 1951 24 Hours of Le Mans, but the car was forced out late in the race with a failed voltage regulator. Even at the club racing level, Crosley Hotshots became the car to have if you wanted to win races in SCCA competition, and Crosley-powered sports racers continued to be competitive long after the Hotshot faded from the scene.

And fade it did. Faced with mounting losses, Powel Crosley halted production of Crosley automobiles in July of 1952, and the company was quickly sold to General Tire. This later became Aerojet-General, which quickly divested itself of the tools and dies used to produce Crosley bodies, although the Crosley CIBA engine remained in production for industrial and marine applications through a string of owners [into the early 1970s](#).

It’s probably fair to call the Hotshot America’s first postwar sports car, and its basic concept of simplification and weight savings was later embraced by everything from the Lotus 7 through the Mazda Miata. Most consider the Hotshot to be the first production

American car with an overhead camshaft and caliper-type disc brakes, and it’s safe to say that it went on to influence later successful American sports cars, such as the Chevrolet Corvette. Though the Crosley Hotshot was never a commercial success, one can’t help wonder how the story would have been written if the car had been produced by a company with deeper pockets. -



BMCCF Member Contributions:

Stuffs for Sale or Wanted

From Craig & Gretchen Murden - XKE For Sale: We'll be putting our 1970 E-Type roadster on the market soon but thought if there is local interest, we'd explore those possibilities first. The car has a long list of upgrades and replaced components ranging from distributor to clutch to factory AC. It runs very strong and is rust-free---we're the second owners. Priced at current market---\$65,000.



FOR SALE - DART BOARD WITH BACKBOARD. AND, CHALK BOARD WITH CHALK AND ERASER FOR SCORING.

FOUR SETS OF DARTS. TEN SETS OF EXTRA FLIGHTS. EIGHT EXTRA SHAFTS. DART SHARPENER. AND A TIN TO PUT IT THE EXTRAS IN.

\$200 TAKES THE WHOLE SHE-BANG!

CALL: **MISS EDIE** 910-799-2753

For Sale - 98 Jaguar VanDePlas - amazing condition. It has the long wheel base, burgundy with oatmeal tan interior. All wood panels are in great condition. Michelin tires. I have all the service records and any issues involved with the car have been fixed. I still have the original sticker sheet for when the car first sold! All keys, books and cashmere floor mats are available, as well as custom paint tubes. Also have a custom made car cover. Celina O'Brien **781-424-8937 - cell 910-458-7449 - home**

For Sale - 1969 MGB Convertible to our Restore at 4170 Long Beach Road, Southport, NC. I don't have a photograph of the car but I have seen it in person. The car seems to be rust free, it is a Maroon color (decent paint job), interior is very nice. The car runs and drives, the engine does not leak oil. It does need a new convertible top. It has wire spoke wheels and the tires appear to be relatively new. The Restore is asking \$ 4,500.00 for the car. I went on EBay motors and most late 60's and early 70's MGB's are going for more than twice that amount. Anyway, give them a call at (910) 457-1772 if you are interested. You will be helping a worthy cause as well. From **Ron Jones** - member of Brunswick County Habitat for Humanity.

TOY BOX SALE - Sparky is selling off some of his little used toys. Contact Charlie Schaefer - carguy@ec.rr.com
910 208-3259



1961 Corvette - owned this beauty for over over 36 years, not a numbers matching car. Has a rebuilt 350 Chevy engine and either rebuilt or replaced everything over that period. Both tops. Car is not perfect and needs to be driven and loved by a new master. Priced at \$65,000. I have been offered \$60m already.



1956 - Thunderbird - owned this baby since 1982. Has had a fame off restoration- replaced or rebuilt just about everything, right down to the gas tank, gas shocks, heavy duty sway bars - rides much better than original. Not perfect, but who is. Priced at \$43,000.



1996 - SeaDoo Jet Ski - 110 horse power, extremely fast - 60 MPH. Excellent condition, just never gets used - not even register in two years. Trailer included. Priced at \$2,450.

Brought to us by members

From Eric - This British Car Show at the Columbia Speedway in Cayce, SC is a great gathering, a neat venue and full of all kinds of interesting stuff. Dennis says he has attended the last 3 years and the turnout of vehicles seems to grow yearly. It's a relatively short drive, about 4+ hours depending on your route and speed.

<http://www.bccmc.com/CBC-VIII.html>



From Mike Hamby - Find your 'U.S. Made' first car or the one you drove to high school or college; hopefully your car brochure is available. This has to be one of the neatest web sites whether you have gasoline in your veins or not. This is a website featuring the original factory brochures for nearly every American car you have ever owned. Pick the manufacturer, the year and the model.

www.lov2xlr8.no/broch1.html

From Edie: We now have a new regalia source. It is:

CSI Promotions
207 Antilles Ct.
Suite B
Wilmington, NC 28405
910-799-9914
STUDERSERVICES@AOL.COM

They will be making samples for everyone to look at and will probably bring them to the next meeting. We hope to have shirts (2 or 3 kinds), caps (2 kinds), memo pads, coffee mugs, watches and maybe more. They will have pricing with them at the display and ordering will be by e-mail.

From Dusty McIntosh - Great Old Gas Stations - Some of these other stations could be considered historic landmarks if they were still around.

<http://hipspics.freewebspace.com/gas/gas.html>

From Rob Deans - ONLY THE BRITS COULD DO THIS Short Video.
Amazing what some people can come up with.
Only Brits Could Do This
Make sure your sound is On

<http://www.youtube.com/embed/ik9AtJQXaHQ?rel=0>

From Sparky - [Video: Austin-Healey 3000 MkIII buyers guide with Wayne Carini](#)

Wayne Carini of "Chasing Classic Cars" tells you what to look for when buying an **Austin-Healey 3000 MkIII**, and tells you how to spot potential issues – such as rust – that can plague these cars. [Be sure to watch this before you take one home.](#)

**If i had a British
ACCENT**

I 'd never shut up



MORE FUN AT WWW.ENGLISH-JOKES.NET



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For your contributions to this newsletter

