

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

**Next Meeting
September 18th
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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Visit the website:
www.BMCCF.org

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THE HUB

September 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:

The small, cantankerous car weather is coming upon us; we can actually drive our cars and not cook eggs on the dash while waiting at a stop light. As mentioned at our last meeting I plan to set up some sort of a lunch run in September that will involve some driving with a destination in the Leland area; I believe Eric is also planning on something as well. I encourage others to give thought to similar activities so we can all take advantage of the lower temperatures that will be coming over the next month or so. The difference between a crowd and a team or club is commonality of purpose and collective engagement in achieving that purpose; that is corporate-speak for encouraging people to get involved in proposing and planning club activities. Our purpose is to drive our cars when they will run and have some fun together while helping each other keep our respective toys (I mean cars) on the road.

We are rapidly approaching the date for our annual car show so be sure to register and be available to give Eric and his crew a hand when and where they need some help. We are also approaching that time of the year when we will be soliciting nominations for officers and board members so think about nominating yourself for something or if you are annoyed with someone put their name in when the time comes! See you at the next meeting. Steve



BMCCF - MINUTES

August 21, 2014

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



Meeting was called to order at 7:00 by President Steve Donatone.

There was a large group of 41 car enthusiasts present.

The minutes of the July meeting were approved by acclamation.

Steve began the meeting by saying he had talked with Christen Christian, the current Webmaster. Steve and Christen discussed Christen's other pressing duties and the fact that the Webmaster task takes a bit of time. Christen is happy to step down and let others take over as Webmaster. Pam McMahon suggested that perhaps 2 people could share the responsibility then there would be a backup. No volunteers stepped forward. Interested in helping out? – even 50%? Contact Steve.

Steve received an email from Bud Peeler who is interested in joining the club. Steve provided the information about the meetings, joining the club, etc. Bud was not at the meeting but hopefully he will join.

Steve asked if there were any new members who had not been previously acknowledged. Walter and Judy, the proud owners of a 2008 Mini-Cooper Sidewalk edition were welcomed.

Steve asked Eric Robinson to discuss the activities surrounding the car show. Eric stated that the show arrangements are moving along. We have sponsors for all classes. An invitation letter was sent by Eric to approximately 250 folks - BMCCF members and others – and registrations are beginning to arrive. Dash plaques and windscreen cards have been ordered. Charlie Schaefer has been doing a great job with publicity including information to Jaguar Magazine, Lumina News and Salt Magazine.

Eric distributed a poster and asked all present to put it in the rear windows of their cars to publicize the show. He also passed out ¼ sheet flyers with show information on one side and club information on the other. Please pass out to anyone who may be interested.

Beth Foster and Robin Ward still need donations for the raffle baskets. Please, please consider creating a whole basket or donating some things that others can combine into beautiful baskets. Even if you don't put together a whole basket, please give Beth or Robin items that they could combine into a nice basket – any items like holiday decorations, books about cars, perhaps car parts – anything you think may be of interest to those buying tickets. Beth is happy to pick up items at your home if need be. Contact Beth.

The Surprise Raffle Box, very popular last year, also needs items. Be imaginative and contribute early and often so individual items could also be placed in the Surprise Box. BMCCF members: please donate *something*.

Marching orders for members of BMCCF: bring an item to the September meeting on September 18th or contact Beth or Robin to donate. Thanks much! If there are any excess items, they may be used as door prizes for the Friday night get together.

Eric continued: John Williamson has the goody bag situation under control. For 50/50, Ron needs folks willing to walk around the show field selling tickets. Jacq Moore volunteered a couple of Mexican hats that volunteers can wear so attendees will know who is selling the 50/50 tickets. Contact Eric or Ron if you would like to volunteer to sell 50/50 tickets. Mickey Finn is in charge of parking and needs volunteers to help with parking. It is important that you stick to your parking duties until Mickey says it's OK to have fun at the show. No cutting school, as it were, until the job is done. Also, he needs volunteers for clean-up. There was a great crew last year and they broke everything down (maybe bad choice of words for British car owners!) in nothing flat. Contact Mickey if you will help clean up after the show.

Eric will host the pre-registration assembly activity at his house. John Adams coordinated last year and no date has yet been announced.

Banners/flags/etc. are at John and Jacq Moore's house with class signs at Bill Massey's. Finally, at the request of Sunbeam owners, the sunbeam class will be split into 2 classes – Sunbeams and Tigers.

Since Eric is also Activities Chair he continued with a discussion of activities. The breakfast run was very successful. Eric suggested maybe another breakfast run in Southport at the bakery. Eric will send some proposed dates to the group. Steve is investigating a lunch run to Leland with more information to follow.

John Moore then delivered the Treasurer's report. The club balance is approximately \$9,700 which includes some deposits from car show registrations and no withdrawals. This may sound like a lot but the car show expenses we have been incurring like printing, mailing, field rental, etc. are significant and have not been turned in so a more precise understanding of our financial position is difficult. If you have any car show expenses, please turn them in as soon as possible.

Someone asked Edie Cutler about club regalia. Edie said there should be a link from the CSI website to BMCF items. That is not the case, apparently, so Edie will go to CSI and see what the deal is. Edie will provide Charlie with any link that CSI provides. If you are interested in a Polo shirt with the BMCCF logo, there is a minimum order of 8. Question from the floor: Could there be a link from the BMCCCF website to the BMCCF section of the CSI website? Hypothetically possible – will have to talk with the next webmaster.

John Williamson then discussed Leland Under the Lights which will be at the Lowes Food parking lot at Brunswick Forest beginning at 3 PM this year on Aug. 24th. Food vendors will be on site. Pre-registration is required and, if we arrive as a group, we can park as a group. John suggests that folks meet at his house by 2:30 and caravan over. There is no shade so John suggests folks bring their own – hats/umbrellas/tents. John Moore will bring a tent.

Steve mentioned the BMCCF Christmas party to be held December 11th at Temptations. It is always a very fun time with the club providing food and a cash bar. People usually dress up in seasonal attire. There was a suggestion that club members bring non-perishable food and soft goods (paper towels/toilet paper/etc.) to benefit Hospitality House at NHRMC where a number of club members volunteer. Please keep that in mind. More info to come as the date gets closer.

The meeting adjourned at 7:35 PM

Respectfully submitted, Pam McMahon



BMCCF Calendar of Events

SEPTEMBER

1st - Auto Reunion & Motorcycle Show - Mathews, NC for more info - www.matheschamber.org

9 - 13th . Vintage Triumph Register Convention, Dobson, NC info: www.vintage Triumph register.org

18th . Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

20th - Clayton Harvest/Music Festival/Car & Truck Show, Clayton, NC.

info: www.memorylanecarclubnc.com

27th . FALL FESTIVAL, Youngsville, NC info: www.youngsvillefallfestival.com



OCTOBER

4th . MYRTLE BEACH BRITFEST, Market Common, Myrtle Beach, SC. info: www.GrandStrandBritishCarClub.com

11th . BMCCF "BRITS at the BEACH" 16th . Annual Car Show

16th . Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

NOVEMBER

20th . Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

DECEMBER

18th . CHRISTMAS PARTY EVERYDAY GOURMET

The Grand Strand British Car Club would like to thank you for your support of our inaugural Britfest car show last year and wish to extend to you a special invitation to attend our second annual show to be held on October 4, 2014, at The Market Common of Myrtle Beach!



The 2014 Myrtle Beach Britfest will be held at The Market Common (former Myrtle Beach Air Force Base) located on Farrow Parkway between Highway 17 Business and Highway 17 By-Pass. In addition to all of the beautiful British cars, only a block away is The Market Common which boasts lots of shops, restaurants and a cinema so your weekend will be packed with fun for everyone!

Dash Plaques will be given to all early registration entrants and will be available for some late and “day-of” registrations. Trophies will be presented to winners in each class. A special award for the entry with the “Best Picnic Presentation” will be given. Special “Britfest” t-shirts will also be available. Food vendors, restrooms, local restaurants, and shopping are available nearby all day!

Event Agenda for Saturday, Oct. 4, 2014:

9:00 - 11:00 am Show Field Open & Late Registration

1:30 pm Popular Voting Ends & Vote Tally Begins

2:30 pm Awards Presentation, Raffles, Etc.

Off-Road Trailer Parking will be available next to the show field.

If you would like to show off your British automotive beauty, then you need to fill out and mail a registration form today. Early registrations by Sep. 14 are \$25 first car entered plus \$15 for each additional car entered. Late registrations after Sep. 14 are \$30 first car entered and \$15 for each additional car entered. There are over 40 classes from which to choose. Register early and plan to stay all weekend to soak up the fun!

For more information contact Rod Smith, Myrtle Beach Britfest Committee Chairman, at jrodsmith@yahoo.com or tel. (843) 651-7644. Or visit our website at www.GrandStrandBritishCarClub.com. This will be a fantastic event, and we would hate for anyone to miss out on the fun!

Hemmings Find of the Day – 1973 Triumph Stag

The Triumph Stag should have been a major success for British Leyland. Beautifully styled by Giovanni Michelotti, powered by a V-8 engine and



available with a four-speed manual or an automatic, it should have been a serious rival for Mercedes-Benz's SLs. But, as was sadly typical for BL in the 1970s, it had some significant faults. Its biggest problem was its 2,997-cc SOHC engine, essentially two Dolomite slant-fours stuck together. The V-8 had a long, single-row timing chain that had to be replaced every 25,000 miles to prevent valve damage. Main bearing failure and cooling woes that led to blown head gaskets gave the car a black eye in the U.S., and led to punishing warranty claims for BL. (This also explains why so many of these cars have had Buick V-6 or Rover V-8 engine swaps.) The car was withdrawn from the U.S. market in 1973, and killed off altogether in 1977. Today, it's safe to assume that surviving examples like this [1973 Triumph Stag](#) have had their flaws addressed. Always a fine performer, the Stag today is a cherished collectible. From the seller's description:

She is finished in Sienna Brown over Saddle Tan with a Brown canvas soft top and features an automatic transmission. She has undergone a thorough mechanical and aesthetic reconditioning in the early 2000s and it shows. The paint has a deep, shiny tone just as the day she rolled off of the showroom floor. All panels are laser straight and the panel gaps are consistent as well. All weatherstripping is healthy, chrome bumpers and

trim are in excellent condition. She is shod with period correct Dayton wire wheels that were recently replaced and remain unblemished, they are wrapped in Michelin tires that have extremely low mileage and are practically new. She is a true certified matching number Heritage Trust car with the following information: Car/chassis number: LE/21553-UBW Engine number: LE/203433-UEBW Body number: T.20382/20526-LD Specification: LHD, North American Export Colour exterior: Sienna Brown Colour trim: Saddle Tan (Ambla) Colour hood (top): Black Date(s) built: 24 January 1973 Date despatched: 1 March 1973 Destination (dealer): British Leyland Motor Inc., Portland, Oregon, U.S.A.

Clint Eastwood
working on his
1958 Jag XK 120
in 1960

or

is that really
Craig Murden???
only he will
tell!!!



Retro Rubber

From Classic Motorsports

Enthusiasts pore over nearly every inch of their cars. You make sure the paint is shiny, the engine runs perfectly, and the interior is spotless. If something isn't right, you know it. Your cars are your babies, and you'll do everything conceivable to keep them in tiptop shape.



But many owners still overlook the four most important parts of their cars: the tires. Relegated to an afterthought of classic car ownership, tires are a car's only link to the road, and they are just as important on a weekend toy as they are on a daily commuter. Tires are to cars what foundations are to buildings; without good ones, things could go horribly wrong. How many skyscrapers are built on cracked, substandard foundations? Few, or at least few that are still around today.

The situation gets worse when modern roads—and the modern cars that frequent them—are brought into the equation. Classic cars need to be able to safely stop and turn as quickly as their modern counterparts, but they lack the brakes and suspension to make that possible. Classics also need to soak up the bumps and potholes that come with an aging infrastructure, in spite of their delicate nature.

Good rubber can hide these weaknesses, making a classic car safer, more reliable and more enjoyable. So it's odd that the only factors most people consider when it comes to tires are cost and appearance. New tires look funny and cost a lot of money, so many enthusiasts just leave old tires on their old cars.

For the classic car enthusiasts who do care about performance, real data points are few and far between. There's a wealth of information about the fastest racing rubber, but that doesn't help Spitfire owners who spend most of their time on public roads. This raises a question: What is the best tire for the average classic car enthusiast?

There's really only one way to make an informed decision: Round up a bunch of tires, then try out all of them—all on the same car. Obviously, the average enthusiast can't swing this, but Classic Motorsports can.

We called Coker Tire, which has carved out a niche for itself by making vintage-looking tires that perform like their more modern counterparts. They offer antique, brand-name tires that have been remade with modern rubber. Coker offered to send us three of their top-selling brands, sized for our test car.

It wouldn't be fair to test classic car tires without a classic car. We picked a 1956 MGA for our test mule because it represents what's in the average Classic Motorsports reader's garage fairly well. Our example hadn't had any major modifications since it left the factory, and it even rode on wire wheels. We borrowed it from [Wire Wheel Classic Sports Cars](#), a reputable classic car dealer that has always gone out of their way to help us out.

Our goal? Find the best tire of the bunch. Oh, and we should also mention that these tires are at three very different price points. Do you really get what you pay for? Or will the underdog be victorious? We headed to the [Florida International Rally & Motorsport Park](#), a 430-acre motorsports facility in Central Florida, to find out.

Test Method

Each brand of tire underwent three blind, scientific tests. The tires were mounted on identical wheels and inflated to the same pressure. The test drivers had no idea which tires were on the car during each run, and the test order was randomized.

Test One: a 15-mile drive over all sorts of roads at different speeds. This test evaluated each tire's road manners.

Test Two: a nearly clinical evaluation of each tire's physical attributes—think diameter, weight and tread depth. This test teased out the subtle differences between the tires and gave us a chance to rate their appearance.

Test Three: an autocross session with multi-time SCCA National Champion Dan Shields and an AiM Sports Solo DL digital lap timer. This test simulated the sorts of emergency maneuvers that are occasionally required to avoid an accident.

Michelin XZX - 3rd - Michelin XZX rings the till in at just more than twice the price of the least expensive tire we tested. The Michelin name certainly carries a lot of weight, but is it worth the price premium?

In our testing, the answer is “Not really.” The Michelin's



physical measurements landed it smack-dab in the middle of the other two tires, and that set the tone for the rest of the test. The Michelins earned second place in the road noise, braking, comfort and appearance categories, and took home first place in only one category: prestige.

In the autocross, the Michelin was the slowest, and our driver ranked it as the worst-feeling tire of the group.

Although the Michelin earned a third-place overall ranking, it isn't a bad tire. Still, we don't think it's worth the price premium over the less expensive Vredestein and Firestone offerings. Some will undoubtedly prefer the Michelin name, though.

Firestone F560 - 2nd - The Firestone F560 was the least expensive tire of the bunch, and it showed in certain areas. This one had the narrowest, deepest tread and the most weight of the three that were tested.



It also had the harshest manners on the street, and it seemed to lock up faster than the other brands under braking. However, it placed second in the autocross, with our driver calling it the “best-feeling tire” when driven at the limit of adhesion. The Firestone also won the appearance category thanks to its authentic classic looks.

Overall, the Firestone is a good choice, especially at a price that halves the most expensive one in this lineup. We ranked it second overall and would have no problem recommending it to the average car enthusiast. It represents an excellent value at about \$80 each.

Vredestein Sprint Classic - 1st - The [Vredestein](#) has long been a favorite for Classic Motorsports project cars, and our blind testing backed up this preference. It's priced solidly between the [Firestone](#) and the [Michelin](#) but is the lightest and the widest of the crop. Its tread is the shallowest, too.



These attributes make the Vredestein sound more like an autocross tire than a street tire, and it was at home on the track. It had the fastest average time, and Dan posted his most consistent runs of the day on a set. Dan did say that the Vredestein didn't feel as good on track as the Firestone, though.

On the street, the Vredestein also excelled. It earned first place in the subjective road noise, braking and comfort categories, though its shallow tread may pose issues in the rain. We liked this tire the best on the street.

Perhaps the only issue is its appearance; our classic car dealer pointed out that the Vredestein name didn't carry the same weight as Firestone or Michelin and that the Vredestein's tread looks "a little funny from the side."

Overall, the Vredestein earned a well-deserved first-place ranking. It isn't the least expensive or the most attractive rubber, but its driving manners—both on and off the track—sealed the deal for us.

OK - Who am I ???

By David Ward -



1929 MG model M



Tech 101 – the colors of antifreeze

from Hemmings Daily

Although ethylene glycol has been around since the 1850s, it was not considered for use as an automotive coolant until World War I when it was used in military vehicles to prevent radiators from icing up overnight. Initially it was used as a substitute for glycerol, a component in explosives.

American production cars did not begin using any antifreeze until 1923, when an ethylene oxide based coolant was first used.

Ethylene Glycol, the green antifreeze we have all been using as long as we can remember, did not replace ethylene oxide as the industry standard until 1937. Life was simple then, just mix one part of the green stuff to one part water and you were good to go for up to three years. Occasionally you would check the potency of your mixture with a bulb-type antifreeze tester and maybe add a little to give you a little more protection, but that was about it.

In recent years, there have been many changes, given the new developments in the area of engine coolant. Several manufacturers are specifying their own type of antifreeze and it can be confusing to the consumer as to which color or formulation of coolant is acceptable for their car. Some European and Asian coolants are produced to meet manufacturer's requirements and are based on the metallurgy of the components used in their engine manufacture or they can be based on the additives each engine requires to keep it running at its optimum. These European and Asian requirements can be vastly different from those made for American cars, further adding to the consumer's confusion.

All antifreeze falls under one of three basic types. We will give you a brief understanding of each and why they are not compatible with each other.



Inorganic Acid Technology or IAT: This is the common green stuff original equipment manufacturers have used for over 70 years. Ethylene glycol is its base chemical and there are silicate and phosphate additives that make it compatible with copper, brass, cast iron and aluminum cooling system components. Manufacturers recommended that you change the green IAT antifreeze every 36,000 miles or three years. IAT coolant was used in GM vehicles until 1994. Chrysler used green IAT fluid until 2001 as did Ford, (with the exception of some 1999 models that used OAT blue coolant which must be purchased from Ford).

Organic Acid Technology or OAT: Commonly referred in GM vehicles as Dex-Cool or to other manufacturers, propylene glycol. GM introduced Dex-Cool in 1995. Although initially advertised as a long life or permanent antifreeze, most GM car owners and repair shops are finding that Dex-Cool is only good for about three to five years before it needs to be replaced. But because of the additives in the Dex-Cool orange antifreeze, you do not want to substitute the old reliable green coolant. Usually (but not always) dyed orange or yellow so you could tell the difference between OAT and IAT, this coolant has similar corrosion protection as the green stuff, however they are designed to be slower acting, hence the extended-life moniker. It is made from a propylene glycol base, which makes it less poisonous than conventional IAT for children and pets. OAT when spilled or lost due to a boil-over is much less harmful to the environment. OAT antifreeze is now used in 1995 and newer GM cars and trucks newer than 1996. It is also used in 1996 to 2001 in Audi, Land Rover, Nissan, Mazda, Toyota, Honda, Kia, VW, Jaguar, Saab and Porsche. Manufacturers are now recommending your OAT coolant be changed every five years.

OAT coolants are currently easily available from most auto parts stores.

Hybrid Organic Acid Technology or HOAT: This coolant is usually dyed yellow but comes in other colors like green, pink, blue, red and orange, which leads to a lot of confusion. One way to know for sure if you are getting HOAT will be by the packaging. Manufacturers often refer to this anti-freeze as “global” and will indicate on the bottle that it meets or exceeds the specification “G-05” for most European cars and G-11 or G-12 for Volkswagen and Audi. Hybrid antifreeze has added silicates for aluminum protection and is advertised as having a five-year change interval. Normally HOAT coolants are specified for vehicles newer than

2002, specifically Mercedes, Volvo, Ford, VW, Audi, Chrysler, BMW and Saab.

The use of OAT and HOAT coolants can extend the life of rubber coolant hoses, because they conduct less electrochemical degradation or ECD than the conventional green antifreeze. ECD is the process by which the motion of coolant and water through your engine creates an electrical charge similar to a galvanic battery. This electrical charge degrades both rubber and metal parts in the cooling system from the inside out. ECD can be attributed as the cause of many premature coolant system failures. Volkswagen, Audi and other European vehicles use antifreeze that can be blue, pink or red in color. Most of these are available under the brand name Pentosin in 1.5-liter bottles. The pink and red are specifically designed for alloy engines and both meet the required G-12 coolant specification. The blue is also for alloy-based engines and is equivalent to the VW/Audi G-11 rating.

So what should you use? Manufacturers will tell you to stick with what is in there. You can have the cooling system cleaned with a coolant filtration system. This is a very popular tool in repair shops today and will recycle your antifreeze. Component chemicals can be re-added to boost its boiling and freezing point and adjust the Ph of the cooling system back to specifications. The most accurate tool for measuring OAT and HOAT potency is a refractometer which is an expensive piece of equipment, so you should have the coolant checked by a service station before deciding whether to replace or refurbish it. If you are low on fluid or have a leak, a general rule of thumb is, green IAT is always replaced by green IAT coolant. Dex-Cool or an OAT product with equivalent specifications is always necessary to replace orange or yellow organic-based antifreeze. For the rainbow of colors of HOAT, your only substitute is the yellow or amber global antifreeze. Global coolant will not change the color of the stuff that is already in there. If original red, blue or pink antifreeze is desired, you must get these from a Pentosin supplier or your car dealer. Can you run organic coolant in an earlier vehicle? Yes and no. OAT will work if your radiator is aluminum and you flush your entire cooling system with water and then refill with a 50/450 or 60/40 mixture of OAT, but there are some issues with the interaction between organic coolants and lead solder, so using OAT in a copper radiator is not recommended. In short, antifreeze these days can be buyer beware. Check your owner's manual for the correct fluid and read the label on your replacement coolant carefully to insure it meets with the required specifications. The

proper coolant and mixture ratio is important. Pre-diluted antifreeze is also a good idea because it is already mixed with de-ionized water and will be less likely to produce scale and this will extend the life of your radiator.

Aftermarket radiator suppliers will have different requirements as well. This is the case with Be Cool radiators, because they recommend their own Be Coolant; in fact, their warranty is dependent on it. Be Coolant is advertised as 300,000-mile, seven-year extended life pre-diluted coolant. The use of Be Coolant, in any of their aftermarket aluminum radiators, will actually double their manufacturer's warranty.

Aftermarket cooling system improvers such as Red Line's Water Wetter and Royal Purple's Purple Ice are designed to make the coolant/water mixture more slippery, which has been shown by tests of both products to reduce operating temperature over a standard 50/50 coolant mixture by up to 10 degrees.

Test Your Knowledge of Auto History:

Q: Who opened the first drive-in gas station?

A: Gulf opened up the first station in Pittsburgh in 1913.

Q: What city was the first to use parking meters?

A: Oklahoma City, on July 16, 1935.

Q: Where was the first drive-in restaurant?

A: Royce Hailey's Pig Stand opened in Dallas in 1921.

Q: True or False? The 1953 Corvette came in white, red and black.

A: False. The 1953 'Vettes' were available in one color, Polo White.

Q: What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?

A: Carroll Shelby's Mustang GT350.

Q: What was the first car fitted with an alternator, rather than a direct current dynamo?

A: The 1960 Plymouth Valiant



Q: What car first referred to itself as a convertible?

A : The 1904 Thomas Flyer, which had a removable hard top.

Q: What car was the first to have its radio antenna embedded in the windshield?

A : The 1969 Pontiac Grand Prix.

Q: What car used the first successful series-production hydraulic valve lifters?

A: The 1930 Cadillac 452, the first production V16.

Q: Where was the world's first three-color traffic lights installed?

A: Detroit, Michigan in 1919. Two years later they experimented with synchronized lights.



Q: What type of car had the distinction of being GM's 100 millionth car built in the U.S?

A: March 16, 1966 saw an Olds Tornado roll out of Lansing, Michigan with that honor.

Q: Where was the first drive-in movie theater opened, and when?

A: Camden, NJ in 1933

Q: What autos were the first to use a standardized production key-start system?

A: The 1949 Chryslers



Q: What did the Olds designation 4-4-2 stand for?

A: 4 barrel carburetor, 4 speed transmission, and dual exhaust.

Q: What car was the first to place the horn button in the center of the steering wheel?

A: The 1915 Scripps-Booth Model C. The car also was the first with electric door latches.

Q: What U.S. production car has the quickest 0-60 mph time?

A: The 1962 Chevrolet Impala SS 409. Did it in 4.0 seconds.

Q: *What's the only car to appear simultaneously on the covers of Time and Newsweek?*

A: The Mustang

Q: *What was the lowest priced mass produced American car?*

A: The 1925 Ford Model T Runabout. Cost \$260, \$5 less than 1924. Car enthusiasts Will Like These

So how many did you get right???

BMCCF Member Contributions: Stuffs for Sale or Wanted

For Sale by Owner - Covered boat/RV dry slip -Wrightsville Beach Storage 2010 Capital Drive, Wilmington, NC - 36' long by 12' wide x 16' tall. offered at \$19,900 OBO. **Contact Edie Cutler** 910.799.2753 or see wbstorage.com for more information & pictures.

For Sale - 1977 MGB \$7900 Email contact for seller: tjohns0257@yahoo.com

Call 419-334-4104 Beautifully maintained • Cataloged maintenance history back to 1981 • 500 miles put on in the last 5 years • New clutch has 300 miles on it • Always kept indoors & comes with full car cover • Seats and rag-top are in excellent condition • Custom wheels currently on car; comes with standard wheel hubs as well • A lot of extras, including a tonneau cover.

For Sale - 1972 TR-6 for Sale 60,000 on Odometer, Red w/ O.D. Trans.Near Maysville, NC Call - 917.509.6249

For Sale - 1967 Austin Healey 3000 - BJ 8 Contact Charles Phillips 252.943.7217 charles@therichcompany.com , very original well maintained, one of only 500 Metallic Golden Beige cars built, excellent condition, two owner NC car, almost every componet is orignal except steering wheel and current red paint - \$65,000.

For Sale - 1953 MGTD - same contact information as car above. Excellent \$29,000.



GET YOUR FREE LISTING TODAY!

Step One: Go to BritishCarClassifieds.com
Step Two: Create Your Account
Step Three: Click the "SELL A CAR" Link and Select "Gold Plan"
Step Four: Enter Coupon Code: **moss** on the Checkout Screen
Step Five: Click "Apply" then "Next Step" to Launch Your Free Listing

Your listing will run for as long as it takes to sell your car.
We deal exclusively with British cars, so your ad is sure to be seen by the right audience.

Brought to us by members:

From Robin Ward - Beth Foster and I are the chairwomen for the Raffles for the car show this year and are asking for gift baskets of food, wine, paintings, holiday decorations, car related items, gardening supplies, fancy coffees, or anything you can think of that someone might really want and is willing to spend big bucks to have. Please let us know if you're interested and what you think you'll donate by the June meeting and have it to us by September 8th so James will have plenty of time to wrap it beautifully in a basket with cellophane. **Thanks,**

Robin Ward 343-8685 or e-mail me at dward4@ec.rr.com

Beth Foster 509-0732 or e-mail rrfoster2001@yahoo.com

From Jacq Moore - We have BMCCF Sun Visors and Beach towels For Sale @ \$15.00 each.. Jacq will bring them to the July meeting. Also from Jacq -

I HAVE A "MOTTO" FOR OUR CAR CLUB

" A SOCIAL MOTOR CAR CLUB WITH A DRIVING DISORDER."

WHAT DO YOU THINK OF THIS MOTTO? BE HONEST. JACQ

From Craig Murden - Are you interested in New Season of Motorsport Racing Click Link - r [all-new event calendar](http://MotorsportReg.com) at MotorsportReg.com?

From Eric Robinson - Formula 1: Breaking News

"The Ferrari F1 team fired their entire pit crew yesterday."

This announcement followed Ferrari's decision to take advantage of the British government's 'Work for your Dole money' scheme and employ some Liverpudlian youngsters.

The decision to hire them was brought about by a recent documentary on how unemployed youths from Toxteth were able to remove a set of wheels in less than 4 seconds without proper equipment, whereas Ferrari's existing crew could only do it in 6 seconds with millions of pounds worth of high tech equipment.

It was thought to be an excellent, bold move by the Ferrari management team as most races are won and lost in the pits, giving Ferrari an advantage over every other team.

However, Ferrari got more than they bargained for. At the crew's first practice session, not only was the scouse pit crew able to change all four wheels in under 6 seconds but, within 12 seconds, they had re-sprayed, re-badged and sold the car to the McLaren team for 8 cases of Stella, a bag of weed and some photos of Lewis Hamilton's girlfriend in the shower.

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BMCCF NAME TAGS

Official BMCCF name tags are required at all events or when you are representing the club.

Originally ordered name tags are now available from John Moore
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That's All Folks Sparky



Thank You

For your contributions to this newsletter