

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

BMCCF Meeting April 16th 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:

Charlie Schaefer or
BMCCF@ec.rr.com

Visit the website:
www.BMCCF.org

Volume 17 No.4

THE HUB

April 2015

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

President:

Steve Donatone
sdonatone@charter.net

VP:

Ron Foster
rrfoster2001@yahoo.com

Treasurer /Membership:

John Moore jmoore24@ec.rr.com
Caryl Finn thefinnsus@yahoo.com

Secretary:

Pam McMahon
ladyirish@aol.com

Webmaster:

Lynn Wilson
cwilson23@ec.rr.com

Newsletter:

Charlie Schaefer
BMCCF@ec.rr.com

Activities Director:

Eric Robinson
digieric41@gmail.com

Club Regalia:

Thelma Studer - www.csipromo.com

Sunshine Person:

Jacq Moore
lechef@ec.rr.com

Car Show Chairmen:

Eric Robinson
digieric41@gmail.com

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:

It is now safe for you to attend our monthly meeting if you haven't been coming. I say that because Dave Sorenson volunteered to take on the responsibility for Media for the car show. The Media chairperson was the last spot we needed to fill so you don't have to worry about me badgering you to volunteer. Many thanks to Dave for stepping up and my thanks to all those who volunteered for the various assignments.

The trip to Beaufort is coming up on April 10 and it is my understanding that we have 22 people attending. Regrettably, Alicia and I will miss this one since she is now in Texas visiting her mother and won't return in time for us to attend. I know those going will have a great time because we have always had a great time every time we went.

Be sure to check the events calendar on the website as a number of activities are coming up now that the weather is improving. Another event that will occur in April is the Landfall SpringFest on April 25, Peter Burr can give you information about this event. See you at the next meeting. **Steve**



BMCCF - MINUTES

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

March 19th, 2015



Meeting was called to order at 7:00 PM – 34 people were there. Last month's minutes were approved.

Car Show – Eric reports, in our pre-meeting meeting tonight, that even in the early days, the show is shaping up well. The food vendor, with a **quiet** generator, is coming and all is moving along. Dave Sorenson volunteered as PR chair.

Treasurer, John Moore, reports \$7900 in the bank, 75 paid members and 5 life members. Unfortunately, about 14 are coming off the list – lack of interest? Moved away? Forgot to send a check in? If anyone knows of a “previous” member, try to see why they didn't re-up. Maybe they could be designated as “temporarily whatever,” recognizing that sometimes folks are in difficult circumstances.

Activities:

Beaufort trip – April 10–12, 26 people coming (the largest group yet!). Please watch your email – we need a head count for some of the activities. We'll leave at 10:30 from the Hampstead Food Lion. Again, let Eric know your departure plans (Friday 10:30? Later?) so we don't leave anyone behind.

Car runs/drives – any suggestions? Call anyone on the committee (Donna Schaefer, Carl Wilson, Karen Burr or Eric Robinson).

An Alley Cat breakfast is coming up.

How about a Sunday ride?

Landfall Car Show – in conjunction with their Springfest on April 25th. Pete Burr has all the info. Both our club and the AACA has been invited to attend.

A visitor, Ralph Ventola, doesn't have an LBC yet but that could be remedied... several cars for sale were mentioned:

2001 Miata Special Edition, 48,000 miles, 5 speed, British Racing green, only 3000 made, Really Good Car at \$9100, per John Adams.

1951 Jaguar Salon \$5700, on Ebay, per Ron Jones

Delorean, 3,000 miles, needs some TLC (after that long trip to the future and back), silver.

Six Phases of a Project (offered by Steve Donatone):

Enthusiasm

Disillusionment
Panic
Search for the Guilty
Punishment of the Innocent
Praise and Honors for the Non-participants.

Respectfully –
Karen Burr

BMCCF CALENDAR OF EVENTS



APRIL

10th to 12th – Beaufort Weekend Trip – details on page 7.

11th. 16th. Annual British & European Car Show.
Chickahominy Riverfront Park, Williamsburg, VA. Info: www.wmbgbrit.com , or
Roy Gavilan: rgmgb65@hotmail.com

16th. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm.

18th. 'Giving Roxanne A Voice' Charity Fund Raiser for Cerebral Palsy
Fayetteville, NC, Car & Motorcycle Show. Details: jckwaters3@aol.com
www.theroxannepoulosfoundation.org

MAY

3rd –Cinco de Mayo – We will be celebrating it at the Casa de Berndt on
Sunday, May 3 from 1 – 5 PM. We will be providing our favorite Mexican dish,
margaritas and Mexican cerveza!

All those planning on attending are invited to bring their favorite Mexican
dish and lawn chairs to enjoy the sounds of the Rusty Bumpers! More details to
follow as plans solidify. We'll keep you posted! **Ray & Susie Berndt**

21st. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm.

15-17th. **'RIMS ON THE RIVER'** Front Street, Wilmington
info: www.rimsontheriver.com (Bill Massey usually co-ordinates, watch for info).

21st. **Monthly Club Meeting** @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm.

JUNE

12th.-23rd. **'The Vintage Motor Car" England's Automobile Heritage.** Tour to visit museums, current and historic car manufacturing sites in England.

18th. **Monthly Club Meeting** @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm.

JULY

16th. **Monthly Club Meeting** @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm.

16-19th. **'Head for the Mountains' Carolina Jaguar Club Concours Event.**
Little Switzerland NC. Contact: Gregg Gaylard 919-270-1406

AUGUST

20th. **Monthly Club Meeting** @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm.

SEPTEMBER

17th. **Monthly Club Meeting** @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm.

26th. BMCCF Club Annual Car Show, Wrightsville Beach Park
(full details in due course).



OYEZ! OYEZ! OYEZ!

😊 **UPCOMING EVENT NEWS** 😊



Weekend Run to Beautiful



*April 10 - 12 @ the
Beaufort Inn*



We have reserved a block of 12 rooms, 6 land side and 6 channel side. The deadline for your hotel booking and for RSVP to the club (email Eric please) is March 15th. Rates, including breakfast, (exclusive of taxes) for a minimum 2 night stay are:
 Room on the land side: \$124.00/night. Room on the channel side: \$144.00/night.
 King Deluxe land side: \$144.00/night. King Deluxe channel side: \$154.00/night.
 (some land side rooms, on the upper floor, also have channel views)
 To reserve call: 252-728-2600 (AAA 10% discount available)
Please ensure that you refer to the club when booking.

For those wanting to convoy up on Friday, we gather at the Food Lion car park in Hampstead for an 11.00 AM departure. We will stop for 'potty break' on the way. Please be sure to RSVP to Eric if you are intending to do this. erictruebrit@gmail.com.

If you have a problem on the way to Hampstead, or, when traveling later in the day, call Donna's cell: 732-915-7960, or Eric's cell: 910-599-7502 so that we can inform the rest of the group and the hotel.

The **Grand Strand British Car Club** would like to thank you for your past support of our car shows and wish to extend to you a special invitation to attend our **Third Annual Myrtle Beach Britfest 2015 Car Show** to be held on Saturday, October 3, 2015 at **The Market Common** of Myrtle Beach!



The **Myrtle Beach Britfest 2015** 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 Myrtle Beach. 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. **Award Plaques or 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. 3, 2015:

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. 15 are \$25 first car entered plus \$15 for each additional car entered. Late registrations after Sep. 15 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!



**BMCCF
and
Landfall Car Show**



Landfall Car Show

The British Motor Club of the Cape Fear is once again asked for their support.

SpringFest, Landfall CERT's (**C**ommunity **E**mergency **R**esponse **T**eam) annual fund raiser will once again be held on April 25th. Proceeds from the Car Show will benefit Landfall CERT and its mission to assist in area wide emergencies and offer safety training. Folks showing their cars will be able to enjoy the great food available, obtain safety items, see interesting displays, and visit with First Responders – in addition to checking out all the OTHER cars on display.

WHEN: Saturday, April 25th, from 10 AM to 1 PM with trophies awarded at 1 PM. The event will go on rain or shine, \$20 entry fee.



WHERE: The Car Show portion of SpringFest will be held at the same location as last year – on the Recreation Field just inside the Drysdale Gate to Landfall, near the COA facility.

Contact - Mr. Peter Burr
pnburr@gmail.com
910.256.1289

The Busted Knuckle Returns:

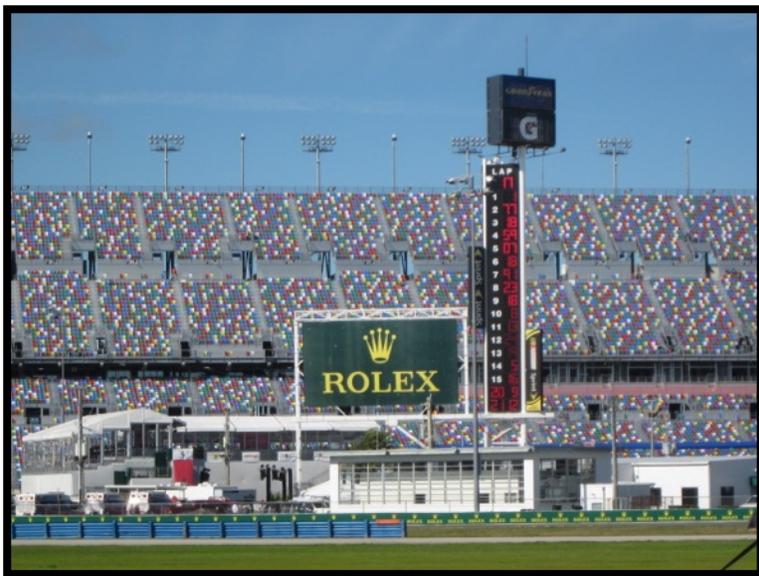
By John Foster - Gone Racing:



BMCCF members **Meritte Guthrie & John Foster** attended the 24hr. Rolex race @ Daytona Intl. Speedway on Jan. 24 and 25, 2015. We had the run of the place with open seating & viewing at all points of the track, including the garages and pit lane.

Grandstands

Pit Box



Scott Pruitt in Ford

Rear trans/axle assy



Spare VIPER V-10 engine



Pop it in Baby



Racing Action



1971 Triumph TR-6 Project

by John Foster

Some of the items accomplished are:

disassembled/inspected/cleaned & rebuilt both carburetors w/new seals/o-rings, etc.
drained old oil, new 15W-40 Shell Rotella oil w/ separate ZDDP additive & oil filter
reverse flushed radiator/heater core & added new 50/50 anti-freeze mix
using my 3-axis mill, bored out elongated driver side door hinge, made new hinge pin
removed fuel tank, cleaned & sloshed inside w/ alcohol resistant sealer
installed temp. fuel supply using IV bag & started engine, it ran smooth w/good oil pressure, etc.
replaced distributor point system w/Pertronix electronic ignition



MORE BUSTED PROJECTS WELCOME



Actor Jackie Cooper's 1955 Austin-Healey 100S to cross the stage in Amelia Island Hemmings Daily

Best known for his acting career, which earned him an Academy Award nomination at age 9, Jackie Cooper also had a passion for automobiles, particularly those from Austin-Healey. Already an Austin-Healey 100 owner (and racer) when the 100S was announced, Cooper was among the very first clients to submit an order for the limited-production, track-ready sports car. Next month, [the Austin-Healey 100S](#) delivered to Cooper at Sebring in time for the 1955 race will cross the stage at Amelia Island as one of the featured lots in the RM Auctions sale.



Austin-Healey built just 50 of its 100S model, each designed to deliver victory on the race track. To keep curb weight below 1,900 pounds (1,876 pounds, to be exact), alloy bodies replaced steel bodies, bumpers were deleted and the standard windshield was replaced by a minimalist Perspex windscreen. The car's 2.7-liter inline four produced 132 horsepower, a gain of 42 horsepower over the base Austin-Healey 100, much of it attributable to Weslake-designed cylinder head, high-compression pistons and 1 ¾-inch SU carburetors fed by twin SU fuel pumps.



Among the car's most unique features, however, were the four-wheel Dunlop disc brakes, chosen for their performance and fade resistance compared to the base 100's unassisted drums. The design for the braking system was tested and finalized on chassis AHS-3504, the very one that later would be shipped to Cooper (finished in his trademark Spruce Green paint) in time for the Sebring race.



Each 100S was built by hand at the Healey Works in Warwick, England, and each modified 2.7-liter engine came from Morris Engines in Coventry, but only after balancing and proper run-in. Such attention to detail is expensive, and in 1955 the 100S sold for a price of \$4,995, at a time when a base 100 model sold for \$2,985. Despite the steep price of the 100S, it was rumored that Donald Healey lost money on each example sold, but such was the cost of promoting Austin-Healey as a manufacturer of competitive sports cars in an ever-more-crowded market.



A total of seven Austin-Healey 100S models were entered at Sebring in 1955, including a factory effort driven by Stirling Moss and Lance Macklin. Cooper, paired with co-driver Roy Jackson-Moore, was running in seventh overall when faulty wiring led to a dead battery, leaving the actor stranded by the side of the track. To cross the finish line, Cooper reportedly pushed the car for over a mile, earning the team a 42nd place finish, but giving Cooper the "Auto Sportsman of the Month" award in the pages of Sports Car Illustrated.



Cooper drove AHS-3504 for the remainder of 1955, though by early 1956 it was being driven by Fred Allen. Then, like any other used race car, it passed through a series of owners before falling into the hands of Austin-Healey collector Bill Wood in 1976. Wood had acquired the engine and transmission from Cooper's car some years earlier, and entirely by accident while seeking a replacement 100S grille. Years later, Wood ran across a 100S chassis, sans driveline, and hastily made a deal for the car; coincidentally this chassis turned out to be AHS-3504, and the collector found himself with the opportunity to reunite the car as built in 1955.



Fourintune Garage in Cedarburg, Wisconsin, handled the restoration and subsequent reassembly, as the shop had previously restored four of the rare 100S models on its premises. Shown at the Meadow Brook Hall Concours d'Elegance in 1990, chassis AHS-3504 captured the Peter Helck Trophy for competition cars, and was kept by Wood until 1997. Its next owner, Italian collector Tommaso Gelmini, ran the Austin-Healey in the revived Targa Florio as well as the Mille Miglia Storica, adding impressive credentials to the 100S' resume.



Four owners have graced the driver's seat since Gelmini sold the car in 2002, and most have actively raced it in vintage events. It will be sold with a collection of spare and original parts, including the Weslake head installed at the factory (but later removed for vintage racing). Given the car's rarity and ownership history, RM is predicting a selling price between \$975,000 and \$1,375,000 when the car crosses the block on Saturday, March 14. For more information on the Amelia Island sale,



visit RMAuctions.com. **UPDATE (16.March):** The 1955 Austin–Healey 100S once owned by Jackie Cooper sold for a fee–inclusive price of \$1,012,000.



Window Shopper: MG T Series

Written by Tom Suddard

**Edie with her Kate, celebrating
Kate's Birthday**

The MG T series is an easy car to describe: There's one at every car show, and it looks 20 years older than it actually is. Look past the old-school exterior, though, and you'll find, well, oldschool underpinnings. The MG T series started with the MG TA in 1936, and over the next four generations and 20 years it kept its prewar character and classic design relatively unchanged.



Meanwhile, American-made cars progressed from small engines and swooping fenders to full-bodied highway cruisers. But that doesn't mean you should overlook the T series. Instead, it means you should buy one. These cars have everything necessary for driving, and nothing more. They're sports cars in their purest form.

The first postwar MG, the TC, still looked like the old TB. And it shared the same engine, too–albeit with slightly higher compression. However, the TC did have a few notable upgrades: a wider cockpit, and normal leaf springs in the front suspension. Yes, we just described a solid axle with leaf springs as an “upgrade.”

Its biggest change was where it was sold: This was the first T series sold in the U.S., albeit only with right-hand drive.

Though the TC was still stuck in the 1930s, Americans didn't seem to care. TCs were a welcome respite from the gigantic cars of the '40s. They were light—about 1700 pounds—simple, and fun. Add in a bunch of young men with disposable income returning from war, and it's no surprise that 10,000 TCs were built before the TD came along in 1950.

The TD's 1250cc engine was a carryover, but the chassis was all new. The body was lower and wider, and the solid front axle was gone—replaced by wishbones and coil springs. Out back, the frame was raised, giving the rear springs more room to move. The result was a more comfortable, better handling car. Also on the chopping block were the giant wire wheels. Instead, the TD sported smaller, modern steel wheels. The final touch? Left-hand drive, a feature that was guaranteed to make the TD an even bigger hit in the U.S. About 30,000 units were produced, making this the most common T series.

In 1953, the final T series was introduced, the TF. The TD's chassis and running gear were carried over, but the body was decidedly modern. The grille was swept back, and the headlights were built into the fenders.

However, the TF's improvements weren't enough. The Triumph TR2 and Austin-Healey 100-4 were also introduced in 1953, and they were simply more modern cars. To compensate, MG increased the TF's displacement in 1954, stuffing 1466cc under the hood of the cleverly named TF 1500.

1955 marked the end of the T series, though, and the beginning of the new era. The MGA was introduced, and with it the MG Car Company had finally abandoned the 1930s for good. —Tom Suddard

Shopping Advice:

John Twist started University Motors Ltd. in 1975, and he's been maintaining and restoring MGs ever since. His first MG was a 1953 TD, serial number TD28822.

A good engine rebuild, including an align bore, will reduce oil leakage to occasional spots—but the engine will never be drip-free. Always use highzinc oil, as this engine has a flat-tappet cam. Superchargers are available for those who want more power.

The clutch has a carbon release bearing. Proper driving means pressing on the clutch pedal only when taking off from a stop or changing gears. Five-speed fully-synchronized gearboxes are available as an aftermarket option.

A great way to improve the handling of the TD and TF is by adding a front anti-roll bar and radial tires.

The frames are steel, but the bodies are made of wood covered in sheet metal. It is not unusual to have some rotten wood, especially at the pillar at the rear of the door. Seat belts were not available originally, but three-point belts are easily fitted.

University Motors Ltd.

4571 Patterson Avenue SE
Grand Rapids, MI 49512
universitymotorsltd.com
(616) 301-2888

Paul Dierschow is the owner of Sports Car Craftsmen, a fantastic repair and restoration shop that sports a T series in its logo.

People love these cars because they remind them of how motoring was in a bygone era. The first modification I'd recommend would be to the driver's mindset. Change your expectations before you even get in the drivers' seat. If you make it past those (mostly mental) hurdles, there are a few common weaknesses in the T series cars that often need to be fixed or examined.

The clutch release is notorious for being abrupt, often screeching the tires upon take-up. The transmission mount is frequently saturated with oil, making it nearly useless. Additionally, a small link pin connecting the transmission tail housing to the rear mounting bracket is frequently damaged or missing.

TD and TF rear axles are notorious for having loose nuts connecting the drums to the axle shafts, producing a horrendous clunk on braking or accelerating. Both of those parts are usually damaged when these symptoms are present and unfortunately, new drums are not currently available.

Lastly, the door latch mechanisms are of a very poor design, causing the striker to be torn from its wood anchorage every time the door is slammed shut. Our solution is to make a reinforcement plate of 1/8-inch steel. That plate is then tucked between the wood buried inside the A-post and the outer body skin that covers it. Machine screws are then cut to precisely the correct length and installed with a thread locking product.

Sports Car Craftsmen LLC

5635 Kendall Court
Arvada, CO 80002
sportscarcraftsmen.com
(303) 422-9272

One millionth Morris Minor auctioned in Surrey

The one millionth Morris Minor ever built has been sold at an auction for £25,760.

The classic British-built car was sold earlier at the Surrey auction house, Historics at Brooklands.

It was one of 349 "millionth" Morris Minors built in 1960. However, this car was the actual one millionth built.

Stewart Banks, from Historics, said there had been an "awful lot of interest" in the car, which had an estimate of between £22,000 to £26,000.

He said: "There were 349 made but this is the only one with the million mark on its chassis.

"The Morris Minor has a very loyal fan base – people have them for years. This particular car has been owned by the vendor for 19 years.

"It is just the quintessential British motor car."



Morris Minor history:

- 1 Morris Minor cars were made in England from 1948 to 1971 with 1.3 million produced
- 2 They were designed by Alec Issigonis who later created the Mini
- 3 The final large-scale technical improvement for the Minor came in October 1962 when the 1098cc car was announced
- 4 Sales declined during the 1960s and although not axed when British Leyland was formed in 1968, the convertible was phased out in 1969, the two and four door saloons in 1970, and finally, the popular Traveller version in 1971

SOURCE: www.morrisminor.org.uk/

The "millionth" cars were built to celebrate the first time a British car manufacturer had built that number of cars, Mr Banks said.

All of the cars were two-door examples and finished in Lilac with white leather trim. After it was built, the car was passed to the National Union of Journalists for use in a national fundraising campaign in aid of the British Red Cross. It was subsequently raffled on national television.



Prior to the auction, Mr

Banks said: "I could see the car selling for anything really.

"It could go for £15,000 if there's not the right person in the room or £40,000 if there is.

"But with the inquiries we have had, I can see it hitting the upper end of that."

TR7 – The Shape of Things To Come

Introduced in 1975, Triumph's TR7 coupe (and later, convertible) represented a bold new styling direction for the British automaker, whose other coupe and convertible offerings (the GT6 Mk III, the Spitfire and the TR6) were beginning to show their age. With a distinctive and futuristic wedge shape, penned by Harris Mann, the TR7 put the company back into the spotlight, and accomplished its mission of drawing sports car buyers back into Triumph showrooms.

As described in this print ad from the TR7's first year on the market, the car's slippery shape "knives through the air, forcing the front wheels down," for "solid" and "uncannily precise" handling. The low-drag shape had another benefit, too: enhanced fuel economy, a major selling point to buyers with vivid memories of fuel shortages and drastic gas price increases. Triumph also heralded the car's simplicity and affordability, reassuring buyers that, though the car looked expensive, parking one in the garage wouldn't break the bank.



1980 Triumph TR7 Convertible
\$6,500



1977 Triumph TR7
\$7,500

The car was well received by period print magazines, which praised its "spacious and luxurious" interior, along with its nimble handling. Motor Trend rated the TR7's cornering in the same league as the Ferrari Dino's and Lotus

Europa's, big shoes to fill for a car aimed at a significantly lower price point. TR7s did well on the race track, too, capturing an SCCA divisional championship in 1976 and following this up with three more in 1977, just a few of the motorsport trophies in the TR7's showcase. Given all the car had going for it, it's easy to understand why, at 141,232 units sold (including coupes and convertibles), the TR7 was the best-selling Triumph TR model of all time.

That's not to say the TR7 was without its flaws. Thanks to disputes between management and workers, punctuated by frequent strikes and walkouts at the Speke factory, build quality was legendarily spotty. Later production models, especially those assembled at Canley or Solihull, proved to be better assembled, but by then, the damage had been done to the car's reputation. In a semi-infamous piece penned for Time magazine by automotive journalist Dan Neil, the TR7 was named to a list of "The 50 Worst Cars of All Time."

Was the car deserving of such harsh criticism? Given that it remained in production until 1981, launched a convertible version and a later V-8 powered variant, the answer is "probably not." In October of 2013, Hemmings Sports & Exotic Car editor David LaChance [spent a week living with a borrowed TR7](#), and found it to be a pleasant overall experience. Despite a few instances of the car's "personality" shining through (an oil pressure light, traced to a water-induced short in heavy rain, and a coolant light, indicating low coolant in the overflow tank), David proclaimed the TR7 "an excellent commuter" for his daily round trip.

Perhaps less appreciated than other Triumph models, TR7s remain affordable, and by now, any survivors are likely well-sorted. While they didn't truly prove to be "the shape of things to come," Triumph's penultimate model deserves to be remembered as much for its successes as its perceived failures.



BMCCF STUFFS FOR YOU:

For Sale – 1997 Miata, 4 cylinder, with 23,400 miles, third owner, AM/FM Radio with cassette and C/D player, A/C, power windows, cruise control, new tires, garage kept, luggage rack, convertible boot, P/S, power antenna. This car is above EXCELLENT condition. Asking \$8,900.
Call 910-616-6077 ask for CY



Kick-Off Party THANK YOU - I embarrassingly late but Carl and I want to thank all of you who came to the kick-off party in January.

It was our hope to recreate the spirit of previous kick-off parties in years past and in a relaxed environment where we could all enjoy each others company and visit.

Many thanks to everyone who brought food. There were so many goodies to sample :-). To the Rusty Bumpers: thank you for the entertainment. You rock!

We hope you all enjoyed yourselves...Carl and I decided to make this an annual event. No worries- if it is a cold day, the shop is heated :-)

Lynn and Carl Wilson

From Tom Boscarino - photo of article Tom sent us. It is in a book I have, "T Series Tribute 1936 - 1986", Edited by Richard Knudson; from the New England MG T Register. (Editor was not able to insert photo copies of article into "Hub".





BMCCF Classified

BMCCF Regalia

CSI Promotions

207 Antilles Ct.
Suite B
Wilmington, NC 28405
www.csipromo.com
910-799-9914

You can order directly from them or we will have a link on our page very soon! Please allow a week for your order to be completed.

Our contact is Thelma Studer.

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
\$5.50 Pin Clasp \$8.00 Magnet Clasp

AUTOWORKS, INC. Foreign & Domestic Auto Specialists

We service all types of vehicles From 1950's to Present Day

Emissions Testing, Front end alignment A/C repair

Carl Wilson (910) 791-5074

202 Antilles Ct. (In Dutch Square industrial park)

Wilmington, NC 28405

Free Advice to BMCCF Members

That's All Folks Sparky



Thank You

For your contributions to this newsletter