

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

**BMCCF Meeting
June 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:

Charlie Schaefer or
BMCCF@ec.rr.com

Visit the website:
www.BMCCF.org

Volume 17 No.6

THE HUB

June 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:

Ralph Jannelli
www.fourth-gear-ltd.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:

Well the days are beginning to heat up and so is our schedule of activities. In Eric's absence I am leading a lunch drive to the Riverview Café in Snead's Ferry on Saturday June 13; details are in a recent email distributed by Charlie. Please email me no later than June 10 if you plan to participate. Ron and Linda Jones have arranged for a trip to Billy and Rose Seguin's private car collection in Southport on July 12; Our July club meeting will be held as a breakfast meeting on Saturday July 25 at the Cape Fear National restaurant in Brunswick Forest; details for both of these events will be released as we get closer to the dates.

For those who missed our May meeting we have changed vendors for our club regalia to Fourth-Gear owned by Ralph Jannelli; contact information is on our website. I distributed some information about this vendor along with a partial price list last month. So, get under the hood and check everything out to make sure your little car is ready to go (and come back!). Finally, during Eric's absence I will check on the progress of preparations for our car show in September, chairpersons be forewarned!

Steve



BMCCF - MINUTES

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

May 21st 2015



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

A huge **Thank You** to the Berndts for hosting the **Cinco (or Tres) de Mayo** party – it was a blast! Also Thanks to Bill Massey for organizing **Rims on the River** again. A success, as usual.

An email from Sandra Cullen says that Brad is back to work!! For pay!! And, thank you for the kind sympathy card for her father. A celebration for the life of Don and Ingrid's son, Don, will be held at MacRae Park on June 6th. More details to follow.

Car Show Update:

Sponsors – David Ward reports that sponsors are coming in fine.

Raffle – Karen Burr wants everyone to put on their thinking caps and come up with spectacular raffle items - we'll have fewer, but more kick ass (Beth Foster's input) items this year. This is always a very popular part of our car show so get it together and she'll start gathering the goods in early July.

Regalia: 4th Gear is our new vendor and Lynn Wilson will add their website and contact info to our website (contact them directly for your orders). We had a small order for shirts for the Vintage Motor Car tour to Britain in June and they came out beautifully.

Treasury: We don't have quite enough to gamble in Vegas but, for just prior to the Car Show, we're in good shape (about \$8000 in the general fund). \$400 came in tonight from sponsors and \$150 extra today. Name tags are available for our new members – be sure to pick yours up – and wear them so the nearsighted members know who you are.

For our **July meeting**, Ron Jones suggested meeting on Saturday, July 25th, 9 AM at the Cape Fear National Golf Club in the restaurant at Brunswick Forest. Anyone for a round of golf after the meeting? He will arrange. More to follow....

Ron and Linda also have a friend in **Caswell Beach** with a hangar (!) with about 20 assorted cars, some of everything. He can arrange a trip on July 12 for lunch and gawking at the cars. Anyone interested? Again, more to follow....

The drive to **Sneads Ferry** for lunch has been rescheduled and an email will follow. It will be Saturday 6-13 or Sunday 6-14. Watch your emails for details.

Bob Puttbach - the Grand Strand Club is organizing a trip to the **Tail of the Dragon** either this fall or next spring. It will be a long drive. Would anyone be interested? We can talk about this later.

Leland under the Lights is scheduled for August 22. Hopefully, it will be less damp this year. Info to follow.

Al Warrington has a “restoring Austin Healey Sprites or MG midgets” **tech book**. If anyone could use it, it can be had by donating \$10 to the club.

Respectfully submitted,
Karen Burr for Pam McMahon



BMCCF CALENDAR OF EVENTS

The celebration of life for
Don and Ingrid Sorensen's son, Don Sorensen,
will be **Saturday, June 6,**

**from 4-10 pm at Hugh McCrae Park, Shelter #2 -
Pig Pickin' - Chicken - Hot Dogs & Burgers -
local attendees feel free to bring sides.**

lolosorensen@gmail.com 919-244-6848



JUNE

Saturday June 13, let's
SNEAK up to **SNEADS**
for lunch at the
Riverview Café

Sneads Ferry

Meet at the good old FOOD LION car park in
HAMPSTEAD at 11:45, to leave at NOON.

Interested? RSVP to sdonatone@charter.net latest by June 10.

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

12th – 1:00pm – Ron Jones Outing to Brunswick County Jet Port – Details within newsletter

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).

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](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!



A "Brunch" of Cool Cars

Saturday Aug 22, 10-2pm

TO BENEFIT POPLAR GROVE PLANTATION SANCTUARY

We are thrilled to announce that we will have our 2nd Annual Car show at Porters Neck Country Club. We have partnered with Poplar Grove Plantation to help save the Animals of the Poplar Grove Sanctuary.

Car entry is \$20.00. We will have Food Vendors, Prizes, Events for the kids, Live Music and a Vintage Market. Since Poplar Grove has decided to discontinue their car show this year, we hope to have a large amount of participation. PLEASE COME OUT AND SUPPORT.

Please contact Erica Haines for CAR REGISTRATION or if you would be interested in participating in the Vintage Market : erica@brushinup.com or 910-262-2228



Get ready for British Car Week, May 30-June 7

From Hemmings Daily

Oil your trunnions and top off your dashpots, it's time for [British Car Week](#). Held this year from May 30 through June 7, British Car Week is intended to raise the general public's awareness of British cars by encouraging owners to get them out on the road.



Taking part couldn't be easier – just get into your British car and drive. If you're looking for ideas for places to go, the British Car Week website has a [full calendar of events](#) taking place that week, all across the U.S. Among those events is the fourth annual [National British Car Meet](#), which takes place May 28–30 in Hot Springs, Arkansas.

Now in its 19th year, British Car Week is the brainchild of Scott Helms, who felt inspired to take action after reading a column by Peter Egan titled “Seldom Seen Cars” in the March 1997 issue of Road & Track. In the column, Egan notes, with concern, the disappearance from our roads of sports cars that were once relatively commonplace.

The idea of BCW “was to promote the British car hobby using the vast resources of the Internet to contact British car enthusiasts wherever possible (email, clubs, blogs, list groups...), and hope they would join forces to help promote all of the many wonderful facets of the hobby,” Scott writes on the BCW website. “By getting cars onto the roads of communities everywhere possible during the week, it would help increase awareness of these once very popular vehicles, and in turn help keep the hobby and businesses that support our cars flourishing.”

See you out on the road. I'll be in the April Yellow 1968 Rover 2000 TC – honk and wave if you see me! Don't have a British car? Don't fret – you can find a variety of [MGs](#), [Triumphs](#), [Austin-Healeys](#), [Jaguars](#) and other [fine British cars](#) for sale right here on Hemmings.com.

Ron & Linda Jones “Outing”

Linda and I have been working on a future “Club Outing” for BMCCF. We have arranged a visit of Billy and Rose Seguin’s private automobile collection in Southport. The Seguin’s own a hanger at the Brunswick County Jet Port where they house their amazing collection of 15–20 exceptional collector cars and automotive memorabilia. I know of several outstanding British cars such as a Jag XK120, an Austin Healy 3000, an MG TD as well as many more custom Hot Rods, Cadillac’s, Lincolns, Corvettes, Thunderbirds. We are very fortunate to be granted this visit. The Seguin’s are a delightful couple, Billy is true authentic Louisiana Cajun.

The Seguin’s have agreed for us to visit on **Sunday afternoon July 12th at 1:00 PM**. We will meet the club members at the Wal-Mart Parking lot in Leland at 11:00 AM on Sunday morning and drive NC Route 133 to Caswell Beach for lunch at Duffer’s restaurant at Oak Island Golf Course. Duffer’s has ample parking for our cars, terrific food, and has a beautiful view of the Atlantic Ocean and views of the golf course on their rear deck. After lunch we will take a two mile drive to the Seguin’s hanger. There is ample parking for twenty or more cars at Billy’s hanger.

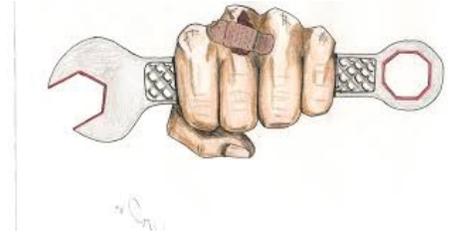
After our visit to the Seguin collection, Club members are invited to stop by our house (Ron and Linda Jones) right off NC Route 133 on the way back to Wilmington for deserts. We will provide maps, directions and more information prior to the outing.

If you have any questions or concerns regarding this event, I can be reached at home (910) 454-9784 or cell (910) 616-3951 and Linda can be reached on her cell phone at (910) 616-3946.

Thanks again,
Ron and Linda Jones

1971 Triumph TR-6 Project

by John Foster



1. Installed perforated leather steering wheel cover over stock rubber-rimmed steering wheel adding a nice touch to car interior. It is laced all around the inside of the rim.



2. Installed new accel. pedal shaft bushings, the old ones were non-existent.



3. Installed custom, fiberglass rear fender liners, (driver's side shown in pic) they have a formed "lip" that fits into the outside flange of the rear fender wheel arch opening locating them in place. Three (3) S. Steel self-tapping screws secure them to the stock metal inner fender liner. They do a great job of keeping road debris/water/etc. away from the vulnerable factory metal fender, "B" post area & inside wheel liner which is a rust prone area.

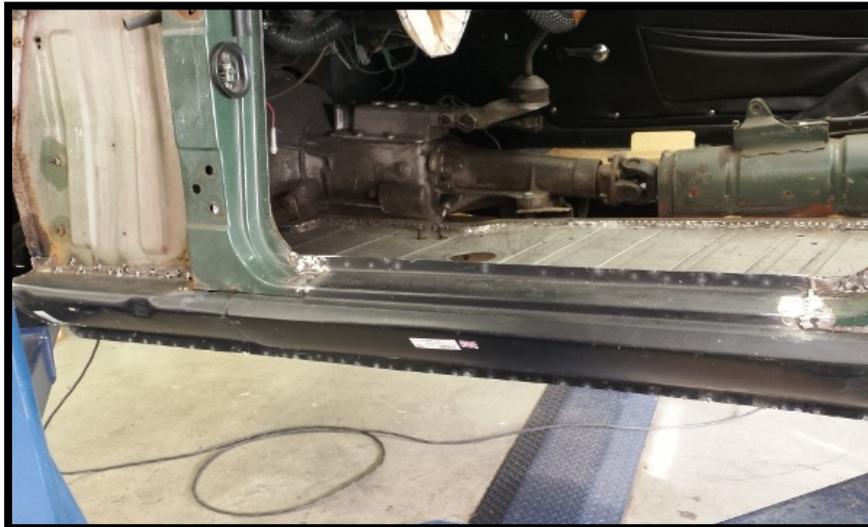


4. Removed old muffler and will replace with new stock, dual-tip muffler.

5. Started rusted sheet-metal replacement process. See attached pics of before/after



sheet metal repair.
Removed driver side rusted floor pan, inner/outer rocker panels and plug/skip welded in new pieces. The inside surfaces of rocker panels were painted before welding together. Several new sections of front toe board were formed & welded to floor pan.



MORE BUSTED PROJECTS WELCOME

Show us your project



A golden anniversary for two Triumphs

Hemmings



This year, fans of Triumph sports cars are going to party like it's 1965. That's because 2015 marks the 50th birthdays of two of the marque's more popular models: the Spitfire Mk 2 and the TR4A. The Vintage Triumph Register will be celebrating both milestones at its [national convention](#), scheduled for August 11–15 in Fontana, Wisconsin, and hosted by the [Illinois Sports Owners Association](#).

Both the TR4A and the Spitfire Mk 2 were improved versions of existing models, showing how Coventry was reacting to customer desires – especially in the United States – and pressure from competitors. While both strongly resemble their immediate predecessors, both styled by Giovanni Michelotti, there are some significant differences beneath the sheetmetal.

The Mk 2 Spitfire succeeded the original Spitfire 4, which had been a hot seller since the beginning of production in December 1962. Standard-Triumph was determined not to allow demand to cool; the new model wrung 67 horsepower from the 1,147-cc four-cylinder (a four-horsepower increase), thanks to a revised camshaft and tubular exhaust manifold (dropped on the Mk 3 because of its cost), and also featured new and more comfortable seats, a redesigned grille, a diaphragm clutch and full carpeting in place of rubber mats. Wire wheels became an option.

The buyers and the critics both liked what they saw. The Mk 2 was the readers' runaway choice in Car and Driver's "Best Sports/GT Car Under \$2,500" poll, leaving the Austin-Healey Sprite in the dust. Mechanix Illustrated's Tom McCahill was just as enthusiastic, writing, "Any way you approach the Triumph Spitfire Mk 2, it's a real fun bucket and a true sports car



The TR4A was the other half of Triumph's one-two punch. Based largely on the first of the series, the TR2, Triumph's senior sports car had lacked the independent rear suspension of the more affordable Spitfire. As cars like the MGB and the Alfa Romeo Giulia were proving, sports cars did not need to have a rock-hard ride to offer decent handling. By 1962, S-T had Harry Webster working on an independent rear suspension for the TR4.

There was a hitch, though: Triumph's American dealers demanded a continuation of the live-axle TR4, which was still selling well here. And so Webster's redesigned IRS chassis would have to allow for a rigid rear axle setup as well. Similar to that used on the upscale Triumph 2000 sedan, the new

TR4A's independent rear suspension used semi-trailing wishbones and coil springs, with the coil springs and differential supported by a massive pressed-steel bridge piece. For the live-axle cars, the bridge piece was omitted, and brackets were attached to the chassis rails for semi-elliptic leaf springs. The TR4A was the last of the TRs to use the wet-liner inline-four that dated back to the TR2; the succeeding TR5 and its U.S. counterpart, the TR250, were six-cylinder cars. Sharing the TR4's displacement of 2,138 cc, the TR4A could boast no dramatic improvement in straight-line performance. Externally, changes were limited to a new grille, relocated bumper overriders, the relocation of parking lamps to the front fenders and the addition of a bright trim strip down the flanks.

In March 1965, Triumph showed off its two new models to the press in New York, Fort Lauderdale and Palm Springs, following up with their public introduction at the New York Auto Show in 1965. The Mk 2 stayed in production until 1967, with 37,409 examples built. The TR4A stayed on the market one additional year, eventually replaced by the TR250 in 1968; production totaled 28,465.

Driving Impression: 1960 Lotus Elite

Hemmings Daily

Note: I write up driving impressions of virtually every car I photograph within a couple of days of the drive, so everything is fresh in my memory. Occasionally, because of the constraints of format, the prepared text doesn't run in the print magazines. Now, thanks to the joys of the blogosphere and its limitless space, we can feature it here.



The opportunity to drive this month's Buyers' Guide car, a Lotus Elite, greeted your photographer the morning of the shoot. Now, small cars often worry your plus-size tester; it's not getting in that worries me, but rather working my way back out again. So the Elite makes me fear I'll wedge myself in irrevocably. But the door swings wide, and I'm advised that the way to enter is to sit on the sill and/or seat first, wind my torso inside, then swing the legs in. And, ye gods, I actually fit! (There's not a ton of legroom and it's not always easy to bring your right leg in, such is the placement of the door opening and steering wheel, so longer-legged owners may want to try another approach.) The smaller-diameter, fatter steering wheel surely helps make this so, and soft seats let me sink in, but even so, there's a surprising amount of room inside; it's as if Jonah swallowed the whale, rather than the historical reverse. Look out the windscreen, and the sloping hood with round lights ahead of raised fenders suggest Porsche 911; the road opens up ahead of you. Rear visibility isn't terrific, however, with those fat B-pillars making lane-changes and merging with traffic a bit tricky.

Idle settled in at 950rpm, and you can feel it all over the car—on the wheel, through your seat, through the door panel pressed against your shoulder. It's not an out-of-balance buzz—more of an eager anticipation communicating its willingness through whatever tactile surfaces are available. The engine, I'm informed, is 1.2 liters; I've driven cars with smaller engines, but 1.2 liters doesn't really sound like a hugely sporting proposition, and I'm prepared to be unimpressed.

Surprise! The whole car is glassfibre on a steel backbone chassis and weighs about 1200 pounds at the curb before owner and driver climb in; as a result, the little 75hp Coventry Climax mill feels like a 1.6- or 1.8-liter in other sports cars of the era. The exhaust note is similarly propulsive, adding soundtrack and the aura of speed when there is, perhaps, not as much as you feel—though it's never sharp-edged or snotty. Your proximity to the ground (you're so low that, even in bright yellow like this, the surrounding SUVs in traffic could miss you in their windows and mirrors) adds to the feeling of speed. The shifter requires only a flick of the wrist to change up and down—anyone who's used an Atari 2600 joystick will recall the range of movement, except the Lotus' shifter actually feels like it's attached to something. First has no synchro, and 2-3 felt like it needed to be walked through the gate.

The seats have no bolsters, but the wider of berth will be caught between the door panel and console and locked into place for more aggressive cornering. Speaking of which, Chapman's old mantra of adding lightness paid dividends here—a set of tall 145-section tires clung in the bends as you'd expect from 195-section rubber on lots of other sporting machinery. The tall tires did feel a tad wobbly on the straight and narrow, however, and it's almost too easy to overcompensate for them with the Elite's magnificently-weighted, directly-connected steering—move the wheel just a couple of degrees and you're in the next lane.

There really is a delightful balance in the Elite—ample amounts of everything you'd want or need in a sports car without resorting to ham-fisted overkill, no vices we could detect in our short experience behind the wheel, and controls that require just enough manhandling that you need to pay attention. You can't sleepwalk through your journey in an Elite. Not that you'd want to.

Compliments of Hagerty Auto Insurance

[Video: Jaguar E-Type buyers guide](#)

Arguably one of the most beautiful cars ever, you can't go wrong with a Jaguar E-Type. In our latest video buyers guide, filmed across the pond at our UK offices, host Danny Hopkins of Practical Classics magazine looks at a pristine example and tells you exactly what to examine – including common weak points – before you pull the trigger on a purchase of your own. [Click here to watch.](#)

Five most Striking Classic Cars Ever:

- 1 1961-67 Jaguar E-Type:** Seeing an E-Type in 2015 is still an experience that makes onlookers pause or do a double take. So imagine the response in 1961 at the Geneva Motor Show. The E-type was like a UFO. Almost other-worldly, particularly at its price of just \$5,600. Legend has it that the E-type made Enzo Ferrari weep and exclaim that it was the most beautiful car that he'd ever seen.
[\[Video: Jaguar E-Type buyers guide\]](#)
- 2 1935-36 Cord 810/812:** Like the E-Type, the Cord had an otherworldly air; it might as well have come from a "Flash Gordon" comic strip. In the depths of the depression, the Indiana auto-maker launched a front-wheel-drive car with revolutionary styling and an optional supercharger. Alas, in a world of bread lines and 25 percent unemployment, it was not to be. Cord folded along with its stablemates Auburn and Duesenberg, victims of the Great Depression.
- 3 1966-67 Oldsmobile Toronado:** The 1966 Toronado gave us a glimpse of what might have been had Cord survived. The Toro's designers took many styling cues from the Cord, including hidden headlamps, front-wheel drive and even the wheel and grille designs. Unlike the Cord, the Toronado was at least a moderate sales success and its front-wheel-drive system proved to be rock-solid reliable, more than able to cope with the massive torque of the Olds Rocket V-8.
- 4 1974-89 Lamborghini Countach:** Lamborghini and designer Marcello Gandini knew precisely what they were doing with the Countach. Exactly 10 years after the Jaguar E-Type, they created the same Ferrari-baiting sensation at the Geneva Motor Show. Even the name was striking: In the Piedmontese Northern Italian dialect, it is roughly the equivalent of the exclamation "holy crap!"
- 5 1963 Chevrolet Corvette Sting Ray coupe:** Although it bowed over a year after the Jaguar E-Type, its rival, the Corvette Sting Ray was

just about as arresting. Perfectly proportioned, with hidden headlamps and striking finned knock-off alloy wheels as an option, the one-year-only split rear window of the coupe put the car over the top.

BMCCF STUFFS FROM YOU:

From Craig Murden – Craig, I have 3 metal auto models, 1948 XK 120, Viper and a 30's Mercedes Runabout. Also a couple of nice car books. Would like to donate these to the club as auction items for car show?

Bob Moore 616-7045 In Lansdown

Needs HELP – my name is Carter McKaughan and I live here in Wilmington. We are not a member of your club, but have visited with you guys when you do your shows downtown. We own a **1995 Jag XJS 2 seater**. As you know when you close the soft top on these cars they have a hook in the top that connects to a lever to secure the top. Well we have lost our hook, and nobody seems to have one, thus rain can get inside the car. Not good!!

I was hoping maybe somebody in your club might be able to help us out as to how to secure a new hook. They are no longer made by Jag.

If so please let me know, and I will contact them. **Carter 910.200.1212**

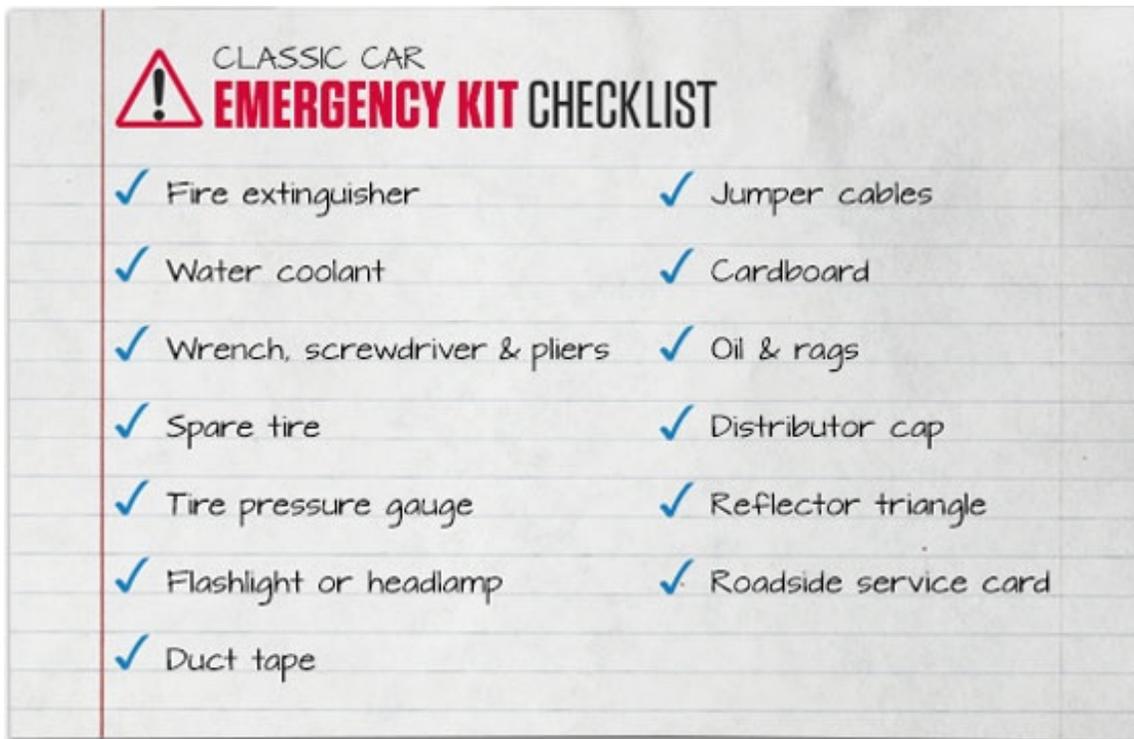
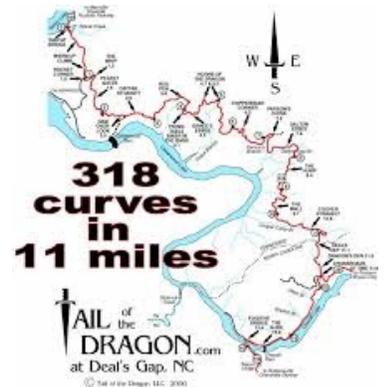
From Paul Fadow – Factory Tour of GM Tonawanda Engine Plant – **AMAZING**

<https://www.youtube.com/embed/bLtZNtvc1Aw>

From Sandra Cullen – **Thanks to BMCCF** for the sympathy card that was sent with the passing of my Dad a few weeks ago at the age of 90 having had Alzheimer's for a lengthy time. It is a comfort and this really does help at times like this to be remembered and lifted up and to know that as difficult as times are, there are those who care.

From Bob Puttbach – Great to see you and other members of your club today. We have interest at Grand Strand British Car Club for another trip to **Tail of the Dragon**. Don't know if it would be in the fall of this year or spring next year. Would you and members of GFBC like to join us? Talk it up at your meetings

and let me know. The way we go from here is back roads to Columbia then interstate thru Spartansburg and Asheville then its about 75miles west of Asheville in Robbinsville N.C. **Reply from John Adams** – Bob Puttbach (see e-mail above) has attended a number of our shows at the Poplar Grove as well as others in Wilmington. I saw him today at the Rims on the River show. He told me about his club going to the Tail of the Dragon down hill curves in the mountains. We would probably have some interest in our club. Perhaps we can bring it up at the meetings and possibly in an e-mail or newsletter. He said his club had a blast this year and next time some of them are going to trailer their cars.



Cute Little joke for the brain:

A MG mechanic was removing a cylinder head from the motor of a MGTD when he spotted a well-known cardiologist in his shop. The cardiologist was there waiting for the service manager to come and take a look at his car when the mechanic shouted across the garage, "Hey Doc, want to take a look at this?"

The cardiologist, a bit surprised, walked over to where the mechanic was working. The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I opened its heart, took the valves out, repaired or replaced anything damaged, and then put everything back in, and when I finished, it worked just like new. So how is it that I make \$48,000 a year and you make \$1.7 million when you and I are doing basically the same work?" The cardiologist paused, leaned over and whispered to the mechanic, "Try doing it with the engine running."

So, What's wrong with this picture???



From Ron the Foster:

To view this email as a webpage, [click here](#)



[Body Parts](#)
[Fuel Tanks](#)
[Exhaust](#)
[Brakes](#)
[Fuel Pumps](#)



Summertime is Just Memories Waiting to Happen

The Victoria British Ltd Summer Sale is the easiest way to find hundreds of parts and accessories for your Austin Healey. Categories include Carburetion, Carpet, Cooling, Ignition, Interior, Lighting, Mirrors and Seats. Summer is here, so don't let these prices pass you by.

[Shop Now →](#)

BMCCF
Classified
Ads



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 – **PRICE REDUCTION** \$7,900.
Call 910-616-6077 ask for CY



From Jim Hendricks – Looking for a 45D Lucas Distributor to fit a Late model MGB or Triumph Spitfire 1500 or a Midget 1500
Contact, Jim Hendricks @ (843) 902-0491 or jimhendrickaas@live.com
THANK YOU!

BMCCF Classified Information:

BMCCF Regalia - Ralph Jannelli - 704.351.0864
<http://www.fourth-gear-ltd.com>

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

Thank You

*For your contributions to this
newsletter*