

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

PLEASE NOTE
BMCCF Meeting
July 25th
Cape Fear
National
Restaurant
DETAILS BELOW



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.7

THE HUB

July 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:

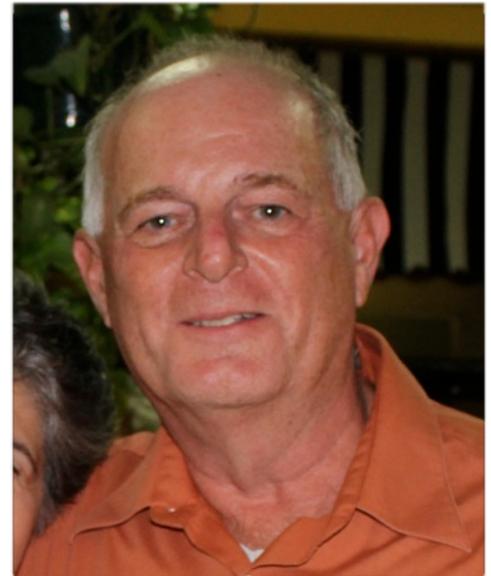
Eric Robinson
digieric41@gmail.com

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.

Prime Minister's Message:

Please don't forget **our next club meeting** will be a breakfast meeting at golf club house at **Brunswick Forest on July 25 at 9 am.** More details to follow. Those who plan to attend need to email me at sdonatone@charter.net by July 18. Please be sure to indicate how many will attend.

Steve



BMCCF - MINUTES

**Temptations, a.k.a. the BMCCF Club House
June 18, 2015**

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



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

It was a dark and stormy night, I mean a REALLY dark and stormy night. Lightning popping, thunder booming, lights flickering, rain coming down in sheets, roads disappearing under the watery onslaught - a REALLY dark and stormy night. And yet, 15 soggy souls attended the meeting. Stout of heart all.

The minutes of the May meeting were approved by acclamation.

Since Eric Robertson is in England, Steve talked about the upcoming BMCCF car show which, Steve said, is moving along. John Moore stated that we have 6 cars registered and 4 sponsorships. When pressed, John confessed that 4 of those cars are his. In any case, since there have been some bills submitted, the show is now \$292 in the red. John Moore said there is \$ 8458 in the treasury.

Steve said the Sneads Ferry trip was cancelled due to the extremely high temperatures. He notified all 12 who had RSVP'd to him of the cancellation. Steve plans to re-schedule once this hot spell abates.

The July BMCCF monthly meeting will be at Cape Fear National in Brunswick Forest. Steve will email membership and ask for RSVPs so they can plan seating. Ron Jones, who had previously invited the club to his house after that breakfast, said he will not be in town on that day so no stop at Ron's after breakfast.

Steve asked if anyone might be interested in a BMCCF golf outing on that day or any other. Might be fun but not much interest shown among the few souls in attendance. Steve will continue to gauge interest

Ron Jones discussed the very exciting opportunity he has arranged for club members to tour the extraordinary private collection of Billy and Rose Seguin at the Brunswick County Jetport. These collectors very seldom let anyone view

their collection so this club is very lucky. Ron provided details and a map and will be sending same in electronic format to Charlie Schaefer for distribution.

Steve discussed a fund raiser to be held at Porters Neck Golf Course on Aug. 22nd, 10AM – 2PM: A Brunch of Cool Cars. This is a fund raiser for the Popular Grove Animal Sanctuary. \$20 per car. Pam McMahon said she had been a couple of times. They put on a free buffet breakfast, award prizes and have some neat cars. There is also a cash bar – who would have guessed? John Williamson said that Leland Under the Lights is also on that day but that runs 3 PM – 8 PM so folks could go to both if they wanted. More on Leland Under the Lights from John Williamson later.

Ron Jones met a neighbor who is a retired British Sea Captain who also raced cars in England professional. Ron says he is a real character. Ron suggested that he could approach this fellow and ask him to be a guest speaker at a future meeting. Steve said that was a good idea.

We were all thinking of the folks in England – Karen and Peter Burr, Sharon and George Czerw, Beth and John Foster, Donna and Charlie Schaefer, Robin and David Ward, Susan Zarutskie and Eric Robertson. Safe travels to all.

Mickey Finn discussed the Moss Motorfest event in Petersburg, VA which the Finns and the Moores attended in June. One heck of a party, he said. Friday night was a cocktail event in the Keystone Tractor Works Museum. The museum was spectacular with every kind of tractor imaginable. There was also a tour of the Moss Motors warehouse. Of the approximately 500 cars, 100 or so were Miatas. The trophies were engraved mugs. The cars which were first in class were notified so that when they were called from the stage they could drive by in front of the stage so the spectators could see their cars. Pretty cool. There are photos on Moss Motors website –

<http://www.mossmotors.com/sitegraphics/Motorfest/winners.html>

Steve said that the Brunswick Forest folks have contacted him to offer to host a car show and they would promote it in their community. It would be in the parking lot of the shopping center at the entrance to Brunswick Forest. No action at this time.

Steve adjourned the meeting at 7:15 PM

Respectfully submitted:
Pam McMahon



BMCCF CALENDAR OF EVENTS



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

25th – Club Breakfast Meeting – Brunswick Forest on July 25 at 9 am.

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. 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!



British Motor Club of Cape Fear Club Outing

SUNDAY JULY 12, 2015

VISIT BILLY AND ROSE SEGUIN'S CAR COLLECTION

Hosted by Ron and Linda Jones

Meet at Walmart Parking Lot in Leland off US 17 South. Depart Walmart at 11:00 am traveling as a group down NC 133 to Oak Island Golf and Country Club at Caswell Beach. Lunch will be at Duffer's restaurant, upstairs rear deck. See attached Map (A).

Depart Oak Island Golf Course 1:00 pm for Brunswick County Jetport on Long Beach Road for the Seguin's Hangar.

After our visit, members are invited to join us for desert at our home at 6488 Walden Pond Lane, Southport (off NC 133 on your return to the Wilmington area). See attached Map (B).

Ron's Cell phone: (910) 616-3951

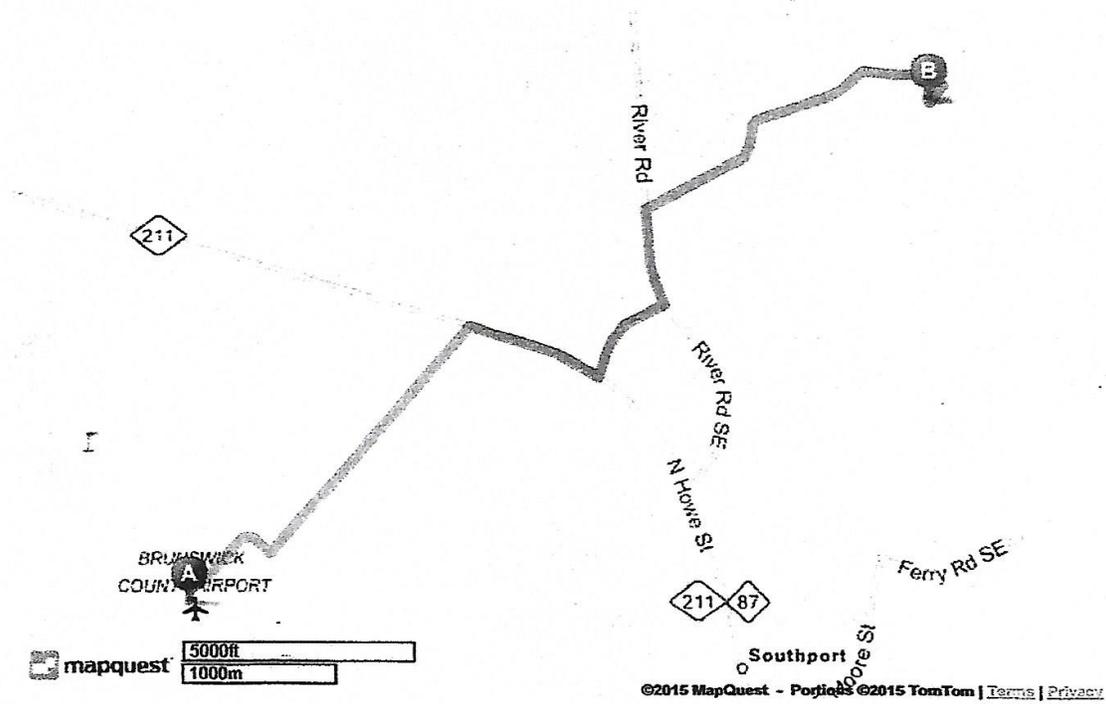
Linda's cell phone: (910) 616-3946

MAP on Next Page



WALMART to CASWELL BEACH

Total Travel Estimate: 6.45 miles - about 11 minutes



©2015 MapQuest, Inc. Use of directions and maps is subject to the MapQuest Terms of Use. We make no guarantee of the accuracy of their content, road conditions or route usability. You assume all risk of use. [View Terms of Use](#)

- | | | | |
|-----------|--------------------|--|---------------------------------|
| ➔ | NORTH
17 | 3. Take the 1st right onto Ocean Hwy E / US-17 N. Map | 0.8 Mi
0.9 Mi Total |
| ↑↑ | NORTH
17 | 4. Merge onto US-17 N / US-76 E / US-74 E / Andrew Jackson Hwy NE toward Wilmington. Map | 1.1 Mi
2.0 Mi Total |
| EXIT
➔ | | 5. Take the NC-133 exit toward Leland / Belville. Map | 0.3 Mi
2.3 Mi Total |
| ➔ | 133 | 6. Take the 1st right onto River Rd SE / NC-133. Map
If you reach US-17 N you've gone about 0.2 miles too far | 22.5 Mi
24.8 Mi Total |
| ➔ | 133 | 7. Turn right onto Doshier Cutoff / NC-133. Map
Doshier Cutoff is 0.2 miles past Anchor Village Ln SE
If you are on River Rd SE and reach Old Baker Ave SE you've gone about 0.8 miles too far | 0.6 Mi
25.4 Mi Total |
| ➔ | 211 | 8. Take the 2nd right onto Southport Supply Rd SE / NC-211 / NC-133. Map | 0.8 Mi
26.2 Mi Total |
| ↶ | 133 | 9. Turn left onto NC-133 / Long Beach Rd SE. Continue to follow NC-133. Map
NC-133 becomes Caswell Beach Road becomes Caswell Beach Road after Bridge. | 4.0 Mi
30.2 Mi Total |

Proceed through traffic Light.
Follow Caswell Beach Road around curve,
Golf Course is on the Left

MAP (A)



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



Congressmen introduce bill to exempt low-volume replicas from safety standards

Compliments of Hemmings Daily

Don't swear off everyone in government just yet.

Amidst what normally seems like a sea of ineptitude when it comes to matters regarding automotive enthusiasts, there might actually be an advocate for our hobby in Washington, after all.

A new bill, known as H.R.2675 and titled the [Low Volume Vehicle Manufacturers Act of 2015](#) proposes removing restrictions that prevent replica car makers from delivering turnkey cars to customers without meeting the same motor vehicle safety standards as large-scale automakers.

Specifically, the bill tasks the National Highway Traffic and Safety Administration and the Environmental Protection Agency with amending their rules to accommodate low-volume makers who fabricate replicas based on models that went out of production at least 25 years ago. The proposed law would also place an upper limit on those makers of 500 cars produced or imported into the U.S. per year. The law would require the drivetrains to meet current Clean Air Act standards, according to one of the bill's sponsors.

The makers who would join the program would have to document their sales and register reports annually with NHTSA and the EPA. How to implement the bill, should it become law, would be up to the federal agencies tasked with exempting the low-volume makers.

Amazingly, the bill carries bipartisan support, with co-sponsors Markwayne Mullin (R) of Oklahoma and Gene Green (D) of Texas as the signatories on the filing. Our friends at [SEMA](#) are on top of this bill, obviously doing their part to support it.

Rep. Mullin's [press release](#) notes that the projected increase from the average 800 kit cars sold per year (which skirt federal safety standards based on final assembly being handled by the retail buyer) could be as many as 500 turnkey cars per year.

Representative Green says, "While the market for these vehicles has been historically small, the enthusiasm hobbyists have for these cars shouldn't be stymied by regulations that are clearly designed for large scale manufacturers." We say, it's about time!

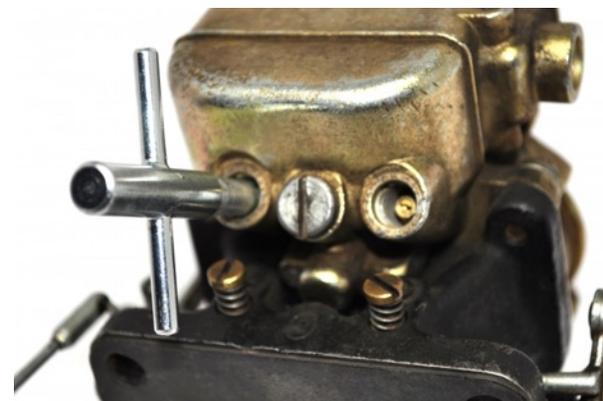
Re-jetting a Stromberg 97 for changes in altitude during the Great Race -

A Stromberg 97 carburetor, and the parts needed to change jet sizes.
Photos by author - Jim O'Clair

During several days of the 2015 Great Race, the Hemmings Ford speedster will be traveling at altitudes over 6,000 feet. The jetting on our Stromberg 97 includes .045 idle jets and a .065 power jet, as shipped from the manufacturer. Because we had a second carburetor available, we decided it would be easier to jet our second carburetor for the altitude change while we were still here in Vermont, instead of trying to switch jets on our primary carburetor in a dark parking lot during the race.



Following the recommendations of the manufacturer, we chose to lean the fuel mixture two steps on both the idle and power circuits. New .043 idle and .063 power jets were ordered along with another carburetor rebuilding kit. We also bought the special tool needed to change the idle jets, a thin-wall nut driver-style socket wrench, with the rounded ends and flat sides required to grab the top of the jets and remove them from the bottom of the fuel bowl.



The carburetor came apart easily, we removed the five fuel bowl screws, the short linkage rod for the accelerator (this disconnects with a light pull on the top cup assembly) pivot screw for the accelerator pump (watch out for the clockwork spring behind it), the choke return spring and the top screw that holds the choke linkage to the side of the carburetor.



With the correct tool, changing the idle jets was a piece of cake. Simply remove the metering jet plugs at the base of the fuel bowl (both outer plugs, leave the center plug alone) and unscrew the old jets. Our spare carburetor had .048 idle jets in there. The new .043 jets should lean this carburetor out quite a bit. After screwing in the new idle jets and replacing the metering jet plugs (with new gaskets, of course), we replaced the power jet assembly below the accelerator pump by screwing the jet out using a thin narrow-blade screwdriver on one side of the groove. There is a plunger in the center of the groove that prevents you from centering the screwdriver. The old power jet was a .059, which we replaced with the .063 that was recommended.



A new needle and seat were added, and we set the float height at .25 using the gauge that came in the kit. Factory specifications call for a 15/32-inch fuel level, which is halfway down the float and this has to be set when the carburetor has fuel in it. This can be hard to do when the carburetor is mounted to the intake manifold. Instead, we used the dry float level setting of between 1/4 and 5/16-inch below the top of the fuel bowl to the lowest point

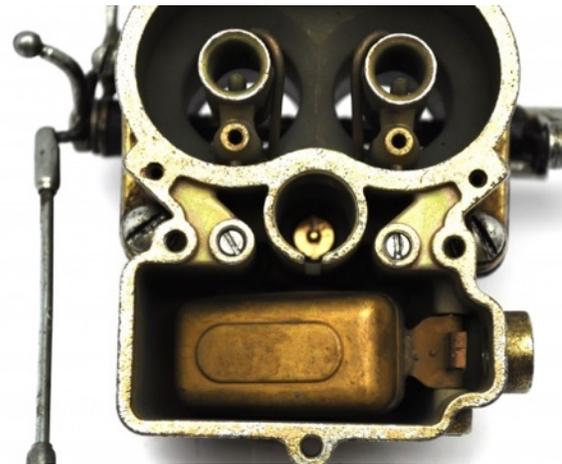


on the top of the float.

We then replaced the fuel bowl gasket, before adding a new accelerator pump. You want to do these two steps in that order, because the pump cup will not fit through the center hole in the new gasket. Also, do not remove the cardboard tube around the accelerator cup, you need it to hold the leather pump cup rigid, until it is firmly seated in the pump housing. Once the pump leather is seated at the top of the tube, you can peel the cardboard off and push the pump further into the housing. Once the carburetor is installed and the pump has been soaked with fuel, it will hold its shape within the tube where it resides. Many rebuilders often soak the pump in fuel before completing this step, the fuel will shrink the leather slightly to make it easier to install. The cardboard tube worked fine for us.

Completing the installation, the five fuel bowl screws are replaced, and the top of the accelerator pump is attached to the spring-loaded arm that is screwed into the air horn. Once the choke return spring is reattached to the butterfly linkage, you can reattach the choke linkage.

Actual time spent replacing the parts: 35 minutes. Figuring out the exact order and how to install the accelerator pump: another hour. We are hoping that the smaller jets, when combined with a more advanced ignition timing, will allow the engine to breathe better in the thinner air we will encounter during the Great Race.



Many THANKS to Hemmings Daily for their Tech Tips

“Dirty Rotten Ethanol Scoundrels”

David Kotok - Cumberland Advisors

The ethanol subsidy is an ugly, insidious, multi-headed monster that just will not die. We have written about it several times (www.cumber.com). Now the Wall Street Journal has added its heft with a scathing piece. Perhaps the eleven hundred people running for president and visiting Iowa would like to read it and then confront the Iowa corn lobby.

Here is the title and the piece, with which we fully agree:

“Dirty Rotten Ethanol Scoundrels”

<http://www.wsj.com/articles/dirty-rotten-ethanol-scoundrels-1433716070>

Download the Wall Street Journal app here: [WSJ](http://www.wsj.com).

This paragraph from WSJ summarizes America’s ethanol policy:

In other words, the point of the subsidy is the subsidy, and therefore the U.S. must subsidize ethanol because the U.S. already subsidizes ethanol. Once in place, such self-referential mandates appear to be eternal.

The full release from the United States Environmental Protection Agency, Office of Transportation and Air Quality, [EPA-420-F-15-028](http://www.epa.gov/420/f/15/028), May 2015, recites the bureaucratic language. It ends with an invitation for public comment once the details are published in the Federal Register. The comment period ends on July 27, 2015.

American’s ethanol policy has cost billions and billions over many years. It has starved people worldwide and altered the pricing of food. It has fattened the wallets of the corn lobby with immense fortunes. And it has just been expanded again in spite of its outright failure to fulfill its own subsidized mandates. So another \$100 million in subsidy will be used to force the entire population of the US to maintain an ethanol policy that we do not want and that is destroying our machinery, polluting our air, and costing each of us money on a daily basis.

This commentary is my personal view. I will print and mail a hard copy to my federal legislature members. And we will post it in social media. Our expectations are not high. The corn lobby owns the Iowa caucus system, and the Iowa caucuses are the first stop in the presidential marathon.

Sorry, my friends, this corn chowder is so bad it will make you sick.

1971 Triumph TR-6 Project by John Foster

All replacement/repair sheet metal work has been completed since last update.

See attached pics of before/after sheet metal repair. Welded in new rear section of driver side "B" post. Removed passenger side rusted ft. section of outer rocker panel and plug/skip welded in new hand-formed replacement.

Several area's of driver side inner rear fender were repaired.

Used Eastwood's internal frame coating system with "cone spray pattern nozzle" to seal/rust-proof inside driver & pass. side rocker panel & entire main frame. This is a great product. (see pic)

Used black POR-15 to paint all new & old sheet metal and 3M brushable seam sealer on all joints, etc.

Temporarily installed new-old-stock ft. fenders to body to check fitment, etc.

Started wet sanding existing paint with 320 grit and spraying body parts with "hi-build" 2K primer.



**MORE BUSTED PROJECTS
WELCOME**

Show us your project



Chris Urmson: How a driverless car sees the road

Ted Talk



Statistically, the least reliable part of the car is ... the driver. Chris Urmson heads up Google's driverless car program, one of several efforts to remove humans from the driver's seat. He talks about where his program is right now, and shares fascinating footage that shows how the car sees the road and makes autonomous decisions about what to do next.

[Watch now »](#)

**Pretty Cool Stuff - Check it out
Not British, but Special Interest Piece**



When Does Habit Become Vice?

Classic Motorsports - Written by Tim Suddard

Like any other vice, car collecting starts innocently enough. You long for a particular car, or perhaps you just stumble across something and decide it's yours. Interest turns to infatuation, and soon you're fully invested in this vehicle, which somehow embodies everything you always wanted to say about yourself in this world. It manages to do what the ironic posters in your bedroom never achieved: Define the best parts of you.

It stops there for most of our readers. You always wanted that TR3 or Shelby Mustang, and after you got your kids through college and your house paid off, you finally made that dream a reality. You love your car, you take care of it, and you enjoy everything from rallies to shows with your dream come true, but you are still tangibly "okay." Those hoarding shows on TLC have nothing to do with you.

For some of us, however, the path is different. Sure, there's that first car, but it's a gateway drug. Next thing you know, a buddy or someone you work with tells you where there's another Triumph or Healey or whatever. "Why not?" you ask yourself, and one becomes two. Then you stumble across another cool "find" and decide it would be good to have, since you don't have a two-seater or a four-seater or an open car or a closed car, and the justifications start to multiply.

It escalates from there, either by accident or by plan. Some of you actually want to own nineteen different MGAs, all in different colors, while some of you decide you have space for exactly six cars and they should all be different. Others of us, however, got there with no clear idea where we were going.

For many years I was a serially monogamous automotive lover. I bought a car, fixed it up, then sold it before I moved on to the next. I think the used-car-salesman mentality I grew up with made me love the idea of selling a car for a profit, and more to the point, for many years I had no room to store multiple cars and certainly no money to buy another unless I sold one.

At some point, however, things started to change. I'm not even really sure how it happened. Either I got lazy, or another good deal came along so quickly that I didn't have time to sell my current car, or maybe I just ran out of time and got tired of the hassle of selling the finished cars. Whatever the reason, I started to notice a gradual... accumulation.

I guess that if I really think about it, I realize there were other factors at work. I finally decided that killing myself for a story series, then dumping the cars for no real profit, was getting old. So once I hit my 40s and realized I wasn't going to live forever, it seemed like a good idea to keep some of my projects to play with. Sure, I justified it by saying we needed a fleet of cars to use for the magazine, since as longtime readers know, we like to have a variety of cars and use them for various stories, from event coverage to comparison tests and how-to articles. But there was more to it than that.

I think a big factor was that I started hanging around with more collectors, guys like Bill Warner and Jay Leno, and amassing a lot of cars seemed like a reasonable thing to do. Heck, in comparison, my hoarding tendencies seemed absolutely paltry. I can't really blame it all on them, though: In my business, I am always tempted. Someone's always sending me a picture of something cool, or knows a guy who needs to unload a classic car. Apparently, more often than not over the last 10 years, I have said yes instead of no.

It's come to this: A lot of people, starting with my wife, have asked me just how many cars I have, and my stock answer is that a gentleman never tells. The truth is that I'm usually not really sure of the actual number. I did have to figure it out the other day. Florida automobile registrations must be renewed on your birthday each year, and I had to make my annual pilgrimage to the tag office and get all my tags renewed.

When it was all said and done, I had to write a personal check for over \$850 for 19 registered vehicles. And yeah, I can argue that one was a boat, a couple were

trailers, one was my kid's car and one was my dad's car—but what I didn't tell the lady at the tag office, as my file literally froze her computer system, is I have at least ten more vehicles that are parts cars, race cars or otherwise unrestored vehicles that don't have tags yet.

Okay, so this is starting to be a problem. What began as a hobby has turned into a collection and is rapidly expanding into the symptomatic. Even though I pay a guy to help out an afternoon or two a week, I still spend all my free time keeping stuff running and have very little time to enjoy the cars that I have built. It's gotten so bad that I've even contemplated yet another garage expansion project.

I'm getting to the point where I feel like the living embodiment of the expression "penny wise, pound foolish." These are mostly cheap cars that I bought for hundreds, not thousands of dollars, but it still takes a lot of time, money and patience to keep this many cars running—especially if you're as demanding as I am. As I enter middle age—okay, late middle age—I also very much want to enjoy some of the cars I have built, and maybe even do something other than get greasy with my spare time. I don't know how many classic car events I've missed because I was too busy welding up a body or pulling an engine. Something has to give.

I've tried some self-help techniques. My first idea was that, while I wouldn't try to stop myself from collecting more cars, I wouldn't get any more license plates. This helped some, but honestly it just made moving some of the cars a complete pain in the butt.

I can't just do this cold turkey. I have commitments to honor, stories to finish. After that, I need to spend some time getting organized and deciding which six cars I really care about and want to keep. Okay, which 10 cars. Or hey, how about a nice, even dozen?

So stay tuned, because there's a reckoning coming, and we always offer project cars to our readers first. In the meantime, though, don't even bother asking, because the TR3 race car and the Sunbeam Tiger are not for sale. And my Shelby? Fuhgeddaboutit. That's the one, the forever—for now.

Better Buy It Now: 1968-'69 MGC

Written by the staff of Motorsport Marketing

When the engineers first thought of it, the MGC probably sounded like a great idea: To take the place of the recently departed Austin-Healey 3000, how about shoving an inline-six inside the adored MGB? Of course, the MGC wasn't a sales hit—it only survived two model years—but it did follow the much-loved formula of putting a big engine inside a small car. Hagerty shows recent rising prices for the nicer examples of both the open and GT models, with a No. 2 roadster approaching \$35,000.



Comments from owners:

I drove one in the mid 70's and remember that my MGB had been much better balanced car. The big 3.0 made it front heavy and it handled badly. The aluminium Rover 3.5 V8 in the MGBGT was a much better balance. But obviously you're talking about investment value rather than technical issues.

The factory screwed up the suspension on the MGC. A bump in front sway bar size makes a substantial difference in handling. Anyone wanting a really good deal on an older restoration should get in touch with me.

BTW, Donald Healey declined to put his name on the new 6 cylinder car. It became an instant orphan when the merger between BMH and Leyland took place in 1968 and the new bosses, almost exclusively from the Leyland/Triumph side, quickly swept the model under the carpet and tried to forget about it, in favour of its own Triumph 6 cylinder sports car, the TR-6, also released in 1968.

Never has an existing model been such an embarrassment since Rootes sold out to Chrysler, who found themselves the new owners of a sports car using a Ford motor (and none of their V8s would fit).

BMCCF STUFFS FROM YOU:

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.

From Bruce – **REMEMBER Cell Phone Numbers Go Public this month.**

All cell phone numbers are being released to telemarketing companies and you will start to receive sales calls.

.... YOU WILL BE CHARGED FOR THESE CALLS

To prevent this, call the following number from your cell phone:

888-382-1222.

It is the National DO NOT CALL list It will only take a minute of your time.. It blocks your number for five (5) years.

You must call from the cell phone number you want to have blocked. You cannot call from a different phone number.

HELP OTHERS BY PASSING THIS ON. It takes about 20 seconds.

From Peter Burr – At the Sun Cruisers car show Saturday Atlantic Coast Fuel was there, Randy Litchfield. Phone 910-623-4559

They sell **Brad Penn oil** for \$60 a case which is not a bad deal considering he is local and no freight is necessary.

From George Czerw – Not British, but certainly worth looking at!

This massive old race car ran at 134+ mph in 1911. It has a 1700+ cubic inch engine with only FOUR cylinders!! That's over 425 cubic inches per cylinder!

What a sound this huge beast makes as it fires directly out the side of the block (no exhaust system whatsoever!) and there's several videos and links to watch as this old "Beast of Turin" is brought back to life after 100+ years!

Turn the sound up!

<https://grc.goodwood.com/festival-of-speed/latest/video-legendary-28-litre-fiat-s76-driven-for-the-first-time-in-100-years#kkOq3SsEKcOXWCHa.97>

From John Williamson – THE FORD MODEL T

You will get a particular kick out of this video...
THE FORD MODEL T (very interesting)

<http://safeshare.tv/w/ShbgwazCZ>

BMCCF
Classified
Ads



From Bruce Allcorn – For Sale – Set (4) of Nexen 165/80R15 blackwall tires, less than 200 miles on them, \$175.00 for the set.
Contact Bruce @ 910-619-4163

From Bruce – REMEMBER Cell Phone Numbers Go Public this month.

All cell phone numbers are being released to telemarketing companies and you will start to receive sales calls.

.... YOU WILL BE CHARGED FOR THESE CALLS

To prevent this, call the following number from your cell phone:

888-382-1222.

It is the National DO NOT CALL list It will only take a minute of your time.. It blocks your number for five (5) years.

You must call from the cell phone number you want to have blocked. You cannot call from a different phone number.
HELP OTHERS BY PASSING THIS ON. It takes about 20 seconds.

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*