

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

**BMCCF Meeting
October 15th
Temptations**

Eats Start @ 6:00 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
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Visit the website:
www.BMCCF.org

Volume 17 No.10

THE HUB

October 2015

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

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

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

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

Prime Minister's Message:

Rumor has it that for the first time in decades the west coast is envious of the east coast; I think it has something to do with the amount of rain we are getting lately. That forecast necessitated cancelation of our car show; as it turned out Saturday, while still miserable, was not as bad as Sunday. I understand that the folks at Wrightsville Beach were pleased we cancelled the show as the field was pretty muddy. Perhaps that is why they have agreed to hold our deposit for the field until our next show. The good news is that at a board meeting today we locked in a date of April 23 to conduct a show. It is time we took a shot at having a show in the Spring and after looking into any conflicts with other events the 23rd of April came out a winner. We have also set December 10 as the date for our Christmas party.

Please keep in mind that at our October meeting I will be soliciting nominations for all of our officer positions and one board position; a good turn-out for the meeting would be helpful in that process. Voting will occur at the November meeting and via email by those who cannot attend.

Keep your top up -
Steve



BMCCF - MINUTES

September 16, 2015

Temptations Everyday Gourmet
AKA BMCCF Club House



Meeting was called to order at 7 PM by Treasurer John Moore in the absence of the president.

27 people were in attendance.

The minutes of the August meeting were approved by acclamation.

Eric Robinson provided a car show update. There are 60 +/- cars pre-registered and Eric expects another 30 – 40 to register day of show based on past performance. Eric repeated his plea for volunteers to help with the car show activities. We need 6 people to guide cars in, direct folks to trailer parking and serve as parking “Marshals”. Cleanup coverage is also needed after the show. Clean up went very fast last year so don’t worry about losing you entire afternoon.

The British taxi company will provide 2 taxis – one will be parked at the entrance to the park, the other will be entered into the show. Eric asked if it is OK to give the British taxi free registration since they are providing an additional car and the group agreed to that suggestion.

Eric said there would be an article in the Star News on Friday about the show. In addition, Dave Sorenson has contacted – among others - the Lumina News and WHRQ radio. We cannot use the Wrightsville Beach town sign as that is for town business only.

Bill Massey has all of the class signs. Mickey Finn has the flags. For those volunteering, please wear BMCCF club badges and shirts that have BMCCF logo or STAFF on them so visitors will be able to identify you.

The Pre-show party is at the PUB at Sweet and Savory from 6 – 9 PM.

Eric continued with an activities report. **The Sneads Ferry** run last Sunday was very much fun. Mickey explained that it was a beautiful day and the restaurant and service were great.

The Myrtle Beach British car show is upcoming on Oct. 4th. A number of BMCCF cars will be in attendance. Contact Eric if you would like to caravan down to Myrtle Beach. **Riverfest** is Oct. 4th. BMCCF is invited to caravan from Stein Mart parking lot at 9:30 AM.

Cape Fear Cruisers is sponsoring a **Classic Cars and Rock and Roll weekend** Oct. 10 – 11. Go to their website for more information: capefearcruisers.com

Mickey also let us know that this weekend, organized by Bill and Jennifer Lancaster, **pre-1928 cars** will be on display. Friday morning at Airlie Gardens; Saturday in Burgaw. They are staying at the Hampton Inn near the Home Depot on Racine if you care to stop by.

The Fireball Run will stop in Surf City on Sept. 29th at 3 PM. This is a fundraiser for Missing Children. Meet at the Hampstead Food Lion if you want to go in a group.

Review the Activities calendar on the BMCCF website and look for emails from Eric announcing other events.

John Moore delivered the Treasurer's report. The current balance is about \$9,700. The car show is in the black at this stage.

Mickey told the group that Carl Wilson, who was not present, had an idea. To avoid the many conflicts with other activities during the fall, we could consider moving the show to the spring – April or May perhaps. There would be no fall show in 2016; rather there would be a Spring "Kickoff" show in 2017. We would probably still have some competition in the spring as well but maybe not as much. Little reaction from those present.

John adjourned the meeting at 7:25 PM

Respectfully submitted

Pam McMahon

BMCCF Secretary

Post meeting note: The car show was cancelled due to inclement weather.



BMCCF CALENDAR OF EVENTS



OCTOBER

3rd. Grand Strand British Car Club. “Myrtle Beach Britfest”
Market Common. Located on Farrow Parkway. 9:00 – 3:00 (see
newsletter for details.)

15th. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET 7.00
pm.

18th. Brunch at the Inlet View Restaurant, on the Intra Coastal in Schallotte. Meet at
the car park outside Charlie MacGrooders in Leland at 12 noon.

NOVEMBER

14th. “Crack the Clues Cruise” to a local eatery for dinner. Solve the first clue to
meet at the starting point at 5 PM. Dinner set to begin at 6.30 PM.

19th. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET 7.00
pm.

DECEMBER

6th. Afternoon drive to the Southport Tea House Cafe, Howe Street, Southport.
Meet at the car park outside Charlie MacGrooders in Leland at 3 PM.

10th Annual Christmas Party at TEMPTATIONS

PLEASE NOTE: The dates shown for trips are provisional and weather dependent.
Confirmation of the event and full details will be sent closer to the date.

The Grand Strand British Car Club

We are counting down the final days leading up to the 3rd Annual BRITFEST and if the forecast holds true, we are in for a great day next Saturday! The day will start in the low 60's and the high is forecast as 77 with a slight breeze. Perfect!

On Friday night, we are planning a drop-in at [The Bull and Bush](#) from 5 to 7 so please plan to be there for a cold beverage, dinner or both. All Grand Strand British Car Club members will be wearing club t-shirts so please introduce yourself as a BRITFEST participant.

Car Class Numbers:

- 1 Austin Healey 100 / 3000 (side curtain)
- 2 Austin Healey 3000 (roll up windows)
- 3 Austin Healey Sprite / MG Midget
- 4 Austin Healey Bugeye Sprite
- 5 Bentley / Rolls Royce
- 6 British Motorcycles
- 7 Jaguar pre-XK, XK120 / 140 / 150
- 8 Jaguar E-type SI, SII, SIII
- 9 Jaguar & Daimler Saloons MK's, 420
- 10 Jaguar & Daimler XJ6 / 8 / 12, XJ, XF
- 11 Jaguar XJS, XJR
- 12 Jaguar XK8, XK, XKR
- 13 Jaguar S-type, X-type
- 14 Jensen & Jensen Healey
- 15 Lotus
- 16 MG A
- 17 MG B (chrome bumper)
- 18 MG B (rubber bumper)
- 19 MG BGT (all years)
- 20 MG C
- 21 MG T series
- 22 Mini (original) and variants
- 23 MINI (BMW)
- 24 Morgan
- 25 Rover
- 26 Special Interest (not listed elsewhere)
- 27 Sunbeam
- 28 Triumph TR 2 / 3 / 3A / 3B
- 29 Triumph TR 4 / 4A
- 30 Triumph TR 6
- 31 Triumph 250
- 32 Triumph TR 7 / 8
- 33 Triumph GT6 (all years)
- 34 Triumph Spitfire MK1 / MK2 / MK3
- 35 Triumph Spitfire MK4 / 1500
- 36 Triumph Stag
- 37 Triumph other
- 38 TVR
- 39 British pre-war (before 1946)
- 40 Diamond in the Rough
- 41 Aston Martin
- 42 Replicas

NOTE: The entrant selects the class designation of car on this form. Award Plaques or Trophies will be presented to winners in each Class with at least one entrant. GSBCC has the right to eliminate, combine, or add classes, and to reassign entries to other classes if deemed necessary by the Judging Committee.

Myrtle Beach Britfest Registration

(PLEASE ... print clearly)

name: _____

address: _____

city-state-ZIP: _____

club affiliations: _____

email: _____

telephone: _____

Entry #1 class: _____ \$25 early -or- \$30 late

yr-make-model: _____

Entry #2 class: _____ \$15 each additional

yr-make-model: _____

Early registrations (postmarked by Sep. 15, 2015):

\$25 first car entered + \$15 each additional car entered.

Late Registrations (postmarked after Sep. 15, 2015):

\$30 first car entered + \$15 each additional car entered.

T-Shirt Order:

- small _____
- med _____
- large _____
- X lg _____
- XX lg _____
- total _____
- x \$ 20/ea _____
- = \$ _____



Total Entry and T-Shirt Order Fee that you are enclosing: _____

Event Agenda:

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

1:30 pm Popular Voting Ends

2:30 pm Awards Presentation, Raffles, Etc.

Off-Road Trailer Parking available next to show field.

RELEASE AND WAIVER OF LIABILITY

I am aware of the hazards inherent with motor vehicle events, and I specifically release and indemnify the GSBCC organizers, The Market Common, and their management both collectively and separately from any liability for personal injury or property damage incurred by me or my guests while participating in this event.

The undersigned has read and voluntarily signs the release and waiver of liability and indemnity agreement and further agrees that no oral representations, statements, or inducements apart from the forgoing written agreement have been made.

signature _____ date _____

Complete this registration form, make out a check in the amount of the Total Entry and T-Shirt Order Fee you calculated in the middle column payable to "GSBCC", and mail both to:

Bill Unger, MB Britfest Registrar
457 Francis Marion Dr.
Georgetown, SC 29440
tel: (843) 527-7840

For more information, contact:

Rod Smith, MB Britfest Show Chairman
email jrodsmith@yahoo.com
tel. (843) 651-7644 / 222-2201

Or visit: www.GrandStrandBritishCarClub.com

We look forward to a great afternoon of camaraderie, cars and conversation!

Archaeological Find

After the tour Susan and I were in Belgium on our regular archaeological break and as usual we stayed at a local B&B. This year it was one in a new village and when we arrived we saw this car. It is a 1924 Citroën C3 Torpedo, with three seats and a soft top. The guy has it in his living room next to his pool table and he has not driven it for nine years; says that when he has time he will put some air in the tires and go for a spin.

Cheers - **Eric the Explorer** (Robinson)



Every Person's Dream

A sweet ride down memory lane

By [Isaac Groves](#)
Times-News
(Sent by Ron Foster)

Rusty Love (BMCCF member) and the MG he had in high school return to Burlington for the 50th reunion of Williams High School's class of 1965.

Rusty Love has the kind of car people stop and stare at.

His 1958 MGA Roadster is beautiful with perfect chrome and a black paint job you can see your face in. But on July 18 it was stripped down to the chassis for its third restoration. On Aug. 20 the body was back on the chassis and painted, but the wiring and interior still had to be done.

“Anybody with \$30,000, a little bit of skill and a whole lot of time can restore one of these,” Love said.

Love, 68, has had a whole lot of time with his little British car, or LBC. He had a dark bruise under his thumbnail Saturday to prove it.

“I’ve given plenty of blood, toil, sweat and tears,” Love said.

Now retired in Wilmington, he brought it to his 50th high-school reunion this weekend. This is the car Love drove in his senior year at Williams High School.

At least he’s pretty sure it is.

“I got it for Christmas 1964,” Love said. “It was a gift from my father. My sister got a horse.”

The next year he left for college at the Citadel in Charleston, S.C. He was not allowed to have a car.

As an aside, Love said author Pat Conroy was at the Citadel at the time. Love was ring leader of a prank, or act of vandalism, Conroy used in his novel Beach



Music – something about painting a statue at Furman University Citadel blue before a football game.

Meanwhile, the car had not been running well in his absence, so he asked his father to get it looked at, but he did more than that.



“I came home for Easter and there was a Mustang in the driveway. I said ‘whose Mustang is that?’ He said, ‘That’s yours,’” Love remembered. “I said ‘Where’s my MG?’”

Love concedes the Mustang was more practical with its crank windows, rear seats, easy to find parts and roof it didn’t take 15 minutes to put up, “but nowhere near as much fun,” Love said.

Mustang loyalists can write their angry letters now.

Anyway, Love did not have time to look for his MG or the money to buy it back. A few years later, though, in 1967 or 1968 he said he was getting a carburetor for his neighbor’s English Ford from a junker at King Auto Salvage.

“I was taking a shortcut back to the office through the weeds,” Love said. “There it was with a dent in the grill in exactly the place where my MG had a dent.”



HAGERTY PRICE GUIDE 28: "SLOWDOWN" NOT NECESSARILY A NEGATIVE DEVELOPMENT

By: Brian Rabold

With the summer auction season mostly gone and enough distance between [Monterey Car Week](#) and now to see through the settling dust, Hagerty Price Guide has published new values. The watchword coming out of Monterey was been “slowdown,” and the new price guide values are consistent with that theme.

The word “slowdown” carries with it an unearned air of negativity in the current context, but in truth the past three years prompted plenty of longtime observers to nervously reference 1989. After all, that was just about the last time the industry saw a sustained doubling, then doubling, then doubling again of values for some sectors. That year, of course, culminated in a massive bubble bust. In contrast, the current market has largely been decelerating over the past nine months, and is now recording sustainable growth rates.

Of Hagerty’s [seven primary indices](#), six moved 3% or less for the first time since January 2013. This shift first emerged at the beginning of the year and has steadily taken hold since. Looking at book-wide movement, cars priced above \$1M continue to coast, with only 21% of these models moving more than 5% over four months. This is the smallest change at this price level since January 2012. This plateau was also evident in the Blue Chip and Ferrari indices, which had inter-book gains over the past five years of 7-9%, only to record 3% gains for Book 28. A notable downturn among cars priced above \$1M was the [Mercedes-Benz 300SL](#) roadster, which dipped 3%.

On the other end of the spectrum, cars priced below \$25,000 were quiet, with the Affordable Classics index recording a nominal 1% increase. Cars priced in that broad swath between \$100,000 and \$1,000,000 were similarly sluggish, with only 19% increasing by more than 5% — well below the 30% that had eclipsed this threshold over the past two years.

Not all cars are putting on the brakes, though. Models from the 1980s and 1990s are a true bright spot in the market, with many of the biggest movers over the past four months reading like a wish list from teenaged Gen X’ers: [BMW E30 M3](#), [Audi Ur-Quattro](#), [Aston Martin Vantage Volante](#), [Lamborghini LM002](#), [Porsche 911 SC](#) and [930 Turbo](#). Most of these cars are likely to continue their upswing, and will likely pull up values of similar cars of the era. Savvy buyers could do well to revisit this era and source low-mile, well-optioned and pristinely maintained examples of performance models.

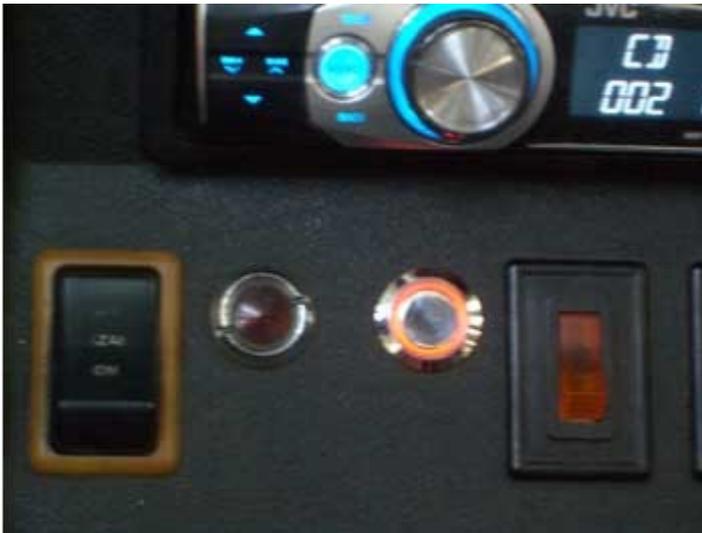
LBCarCo Tech Tips

from John Pipe.

My ignition switch "Start" position failed. I was going to replace the complete switch assembly for \$ 50.00 plus a lot of hassle installing it. Instead, I added a separate sharp looking "Start Button" in a spare hole in the center console. All it took was a little soldering of new "bullet" connectors and the wires on to the "new start button". Note: In the pictures, I have used the color coded wires that the start button needs to be connected to, but any wire will do.

This button I bought on Ebay for less than \$ 8.00 includes a red back light which is wired in parallel to the existing ignition light. Search Ebay for: "Metal Flat Ring illuminated Red Led Push Button Resetable Switch 19mm QN19-C1". Note: Other colors and styles are available.

1



2



See Image 2

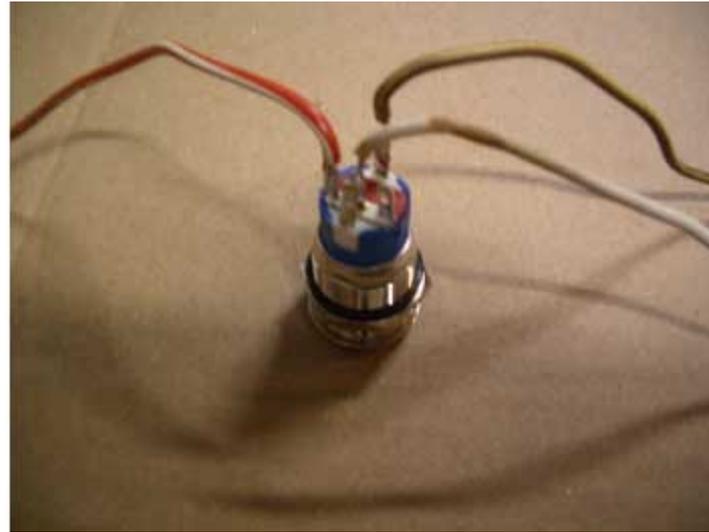
The Starter Relay Wiring: Connect the "Normally Open" start button connection to the White wire under the steering column. Conveniently, there is a spare hole in the three way bullet connector. Connect the "Common" start button connection to the White with a Red Strip wire under the steering column. Note: Replace the single bullet connector with a double bullet connector to add this wire, if you want both your existing switch and the new button to activate the starter.

See Image 3

3



4



The Ignition Light Wiring:We can use the same "Normally Open" start button connection (White wire), from above, and cross connect it to the light connection at the start button. Connect the other light connection to the Brown with a Yellow Strip wire on the existing ignition lamp. This is a bit tricky, pull the ignition bulb and its wires out of the holder behind the instrument panel and drag it down below the panel, where you connect to the Brown with a Yellow Strip wire. Note: The button back light is quite bright, so I added a 68K Ohm resistor in series (in line) to reduce the brightness. I soldered one end of the resistor to the wire and just wrapped the other end of the resistor around the exposed connector on the ignition bulb holder and then fed the plastic cover back over the connector and reinstalled it.

See Image 4

The button has tags on the back that need to be soldered. I fitted the button first, then "shorted" the two posts together (normally open and light connection because they are side by side) and soldered the wires.

I am VERY pleased with my new start button.

To simplify the installation, you could only connect to the starter relay and not connect to the ignition light. If you don't have a spare hole in the dash, consider where you could drill a 19 mm or 3/4 inch hole and mount a very sharp looking button.

Recommended Reading – The Original Lotus Elite

Hemmings Daily by: Richard Lentinello

Of the more than 1,000 automotive books in my private library, one of my all-time favorites is this softcover book on the early Lotus Elite, one of the most beautifully shaped cars of all time.

First published in 1977, this landscape-styled book totals 136 pages, with all the photographs, illustrations and charts in black-n-white. And there are many

locked in place—and broke. A bleary-eyed but understanding glazier made up another and delivered it to Edmonton. It was 6 a.m. Tuesday by the time it was in place and the last trace of rubbing compound had been dusted from the two-tone silver/gray finish. The Elite was trailed first to Alexandra Palace, to be photographed before suffering the inevitable wear and tear from a week of public viewing. Posing done, the prototype arrived at mid-day for the press opening.

The Elite Debuts

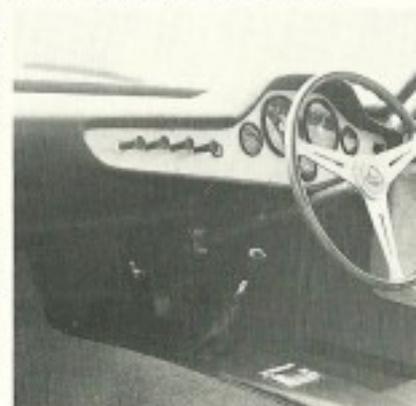
When the doors opened at the Earls Court Exhibition Hall in October 1957 enthusiasts streamed in to see the new car on the Lotus stand. Word had gone out quickly after the press showing and there was great public interest and excitement. The overall reaction of press and spectator alike was to marvel at the Elite's beauty and be fascinated by its construction. Chapman had pulled off another coup—besides coming as a complete surprise the Elite proved to be the major attraction of the show.

The show itself had some dramatic moments when it was discovered that both doors had locked when they were closed and neither would yield to the only key. The situation assumed larger proportions when Kirwan-Taylor showed Princess Margaret and Lord Snowden the Elite and they asked if they could sit in the car. Together Lord Snowden and Kirwan-Taylor spent the night trying to burgle their way in.

After the show the prototype was placed on exhibit for a few months in the tiny Lotus showroom at Hornsey. Work immediately commenced on two more unnumbered prototypes at Edmonton. These cars would be lent



Prototype went to Alexandra Palace for photos before press preview. Details would change (lights, roof ventilation slots, interior door panels) but not the shape. Gardners were apparently not impressed.



illustrations, more so than any owner or fan of the Lotus Elite could ever hope to find in a single publication. And that's because this book was clearly created by a true, and hardcore, Elite enthusiast, Dennis Ortenburger.

Back in 1966 when Dennis bought his first Elite, he then dedicated himself to an Elite fact-finding mission to collect as much literature and information about the cars as he could find, the results of which are the foundation of this detailed book. Rarely have other books on a single model car been so thoroughly compiled.

covered with an impractically thick gel coat.

When the three major moldings were joined together they formed all the bulkheads, torsion boxes, and panels that Chapman had originally designed. The rigidity of the resulting structure was incredible considering its weight. When a body/chassis unit was placed on the test jig and subjected to torsional loads greater than could ever occur in racing let alone road use, the maximum deflection across the windshield opening was 0.050 inch! Altogether, the body/chassis monocoque incorporated eight different torsion box sections. Each front fender back of the wheel well was a box section, as were the air intake and transmission tunnels. The others were the roof, the long boxes under the door sills and the differential box.

Monocoque Reinforcement

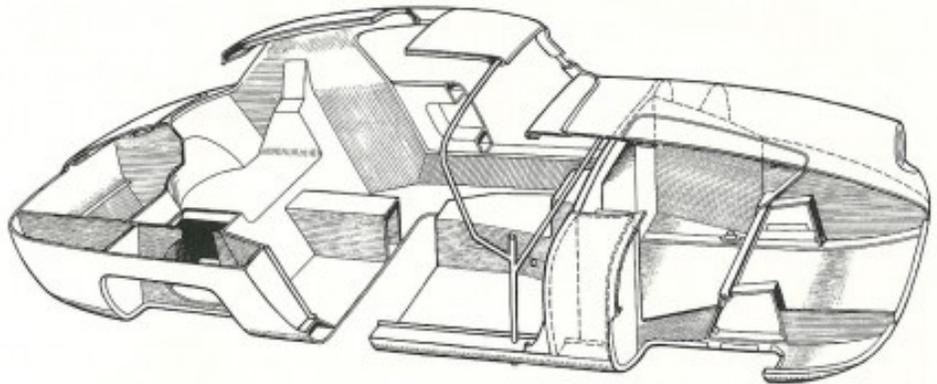
In his initial concept of the Elite, Chapman was not entirely sure that fiberglass alone would stand up to point loads imposed by suspension, engine and drive line attachments. There would also necessarily have to be openings in the body, such as wheel wells, which might weaken a monocoque structure. As a result, the first prototype had a considerable amount of steel and aluminum sandwiched between layers of fiberglass. Small mounting plates were bonded in at various points in the rear to support suspension and differential mounts. Alloy rod was embedded in wheel arches as well as in the opening for the engine sump in the undertray. A steel frame was used to mount the front suspension, engine and radiator. Lastly, a square-section steel tube extended up the sides of the car and over the windshield. This triple-function hoop provided door hinge placement, jacking points where

the tube ends extended beneath the undertray and also acted as a built-in roll bar. Handy in a racing coupe.

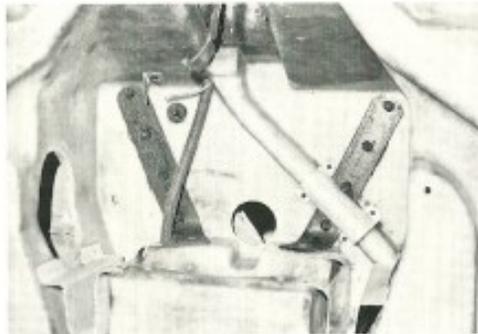
However, experience with the prototypes showed that most of the metal reinforcement was unnecessary. By the time production began the Elite would have only the steel subframe at the front and the windshield hoop. It was also found that sufficient strength could be provided for the wheel arches by molding-in

upturned flanges around their circumference. The Elite's petite fender flares are thus more than simply aesthetic.

After some initial difficulties, mounting the rear suspension and differential directly to the fiberglass using bolts isolated by rubber bushings proved completely satisfactory. The thickness of the fiberglass in these areas was increased to nearly $\frac{1}{2}$ inch. This compared with an average thickness of about $\frac{3}{8}$ inch for



19



Bulkheads, torsion boxes and shear panels together provide great strength and rigidity. Only metal reinforcement is combination roll bar/door post, and light subframe for mounting front suspension, engine and radiator. Differential mounts directly to fiberglass using bolts isolated by rubber bushings. Early failures when differential tore loose because of improper glass layup (butting cloth edges at box corners rather than overlapping) were quickly corrected, but U.S. importer Jay Chamberlain took no chances and added steel reinforcing straps (left). They actually were of little value. Heat shields for brake discs can also be seen; these were essential.

The book opens with an introduction by the very person who created the Elite's perfect form, Peter Kirwan-Taylor. Subsequent chapters delve into detail about the Elite's shape, and how the prototype made its way into a production model. The Assembly Line chapter is one of my favorites as it shows the Elite in various stages under construction. Other insightful information reveals the car's sub-frames and mechanical makeup, modifications that the factory made to the cars in order for them to race at Le Mans, maintenance details and what to look for when buying and restoring an Elite.



the chassis/body units strewn all behind Cheshunt became in a shrewd maneuver around ish purchase tax. Buying a kit d, an enthusiast with minimal l skills could put one together end or two and save fully one-d of the cost of a finished car.

THE CHEQUERED FLAG The country's leading Lotus DISTRIBUTORS, are proud to announce the immediate availability from stock of the superlative

LOTUS ELITE
now in component form
FOR ONLY £1,299

The incomparable Lotus Elite, now only £1,299 in component form (a reduction of no less than £650 over assembled price), brings to a substantially wider section of the Sports and G.E. market the highest possible realism of modern motoring. There are only 6 major sub-assemblies requiring simple attachment to the body shell, which is fully trimmed, wired and collared, enabling the car to be completed in only 25 man-hours. The specification is improved still further, now including the twin carburettor 80 b.h.p. engine version, new luxurious interior trim, and a two-year factory inspection and 500-mile service. At the new low price, the Elite represents the most outstanding value of any car today. Part exchanges and hire purchase facilities can be arranged immediately, and we invite you to write or call for detailed particulars.

<p>THE CHEQUERED FLAG (Sports Car Specialists) Ltd. TEL: CH1 7871 HIGH ROAD, CHISWICK, W.A.</p>	<p>THE CHEQUERED FLAG (Competition Cars) Ltd. TEL: EDG 4171 GEMINI HOUSE, HIGH ST., EDGWARE, MDDX.</p>	<p>THE CHEQUERED FLAG (Motorsport Ltd.) TEL: SP282 ARKWRIGHT ST., NOTTINGHAM</p>
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elected not to give the Elite kit much publicity in the U.S., because it was an identity he had tried to avoid with the car.

A Viable U.S. Dealer Network

Within the U.S. Lotus gradually started to achieve a viable dealer network. The most prominent of these new Lotus dealers were Dutchess Auto Inc., in New York and Ecurie Shirlee Corporation in California, the latter owned by Bob Challman. Even though in 1962 only one of several California dealers, Challman became the focal point for Elite sales in the U.S. His showroom in Manhattan Beach was the sole distribution point for Southern California and the Southwestern United States, and he absorbed the lion's share of the unsold Chamberlain inventory.

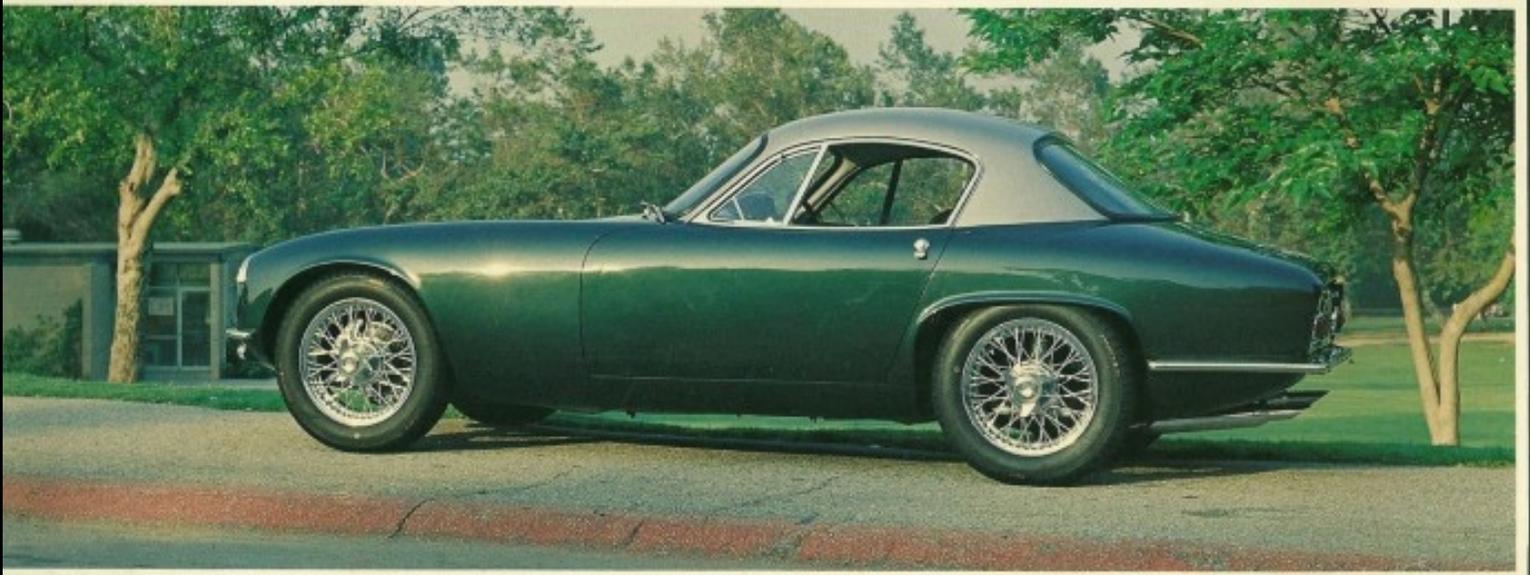
By 1962 there were Elite dealers in most corners of the U.S., and while some took the car more seriously than others, there was a slightly better parts and service situation than had existed before. The Lotus factory was again operating in the black and had even placed another order for more chassis/body units from Bristol. The price of the Elite stabilized, and in Challman's case was actually reduced. In 1962 he sold the standard Elite for \$4780, the SE for \$5310 and the Super 100 for \$6780.

In 1963 Chapman took his biggest step toward establishing a real sales and service situation in the U.S. by working out an agreement with the British Motor Corporation for their BMC dealers to carry the Lotus. For the first time a real and extensive network was possible for the stable and consistent distribution of Lotus cars and parts. The blessing however, fell on the new Lotus Elan and Lotus Cortina—it was too late for the Elite.

There are also chapters dedicated to the many personalities who made the car possible as well as those who raced them. Details about the Coventry Climax engine that powered most Elites is quite revealing, yet none more so than the extensive list of parts that interchange with other cars. All told only about 1,030 Elites were built, with many of the cars having been sold in kit form so their owners could assemble them at reduced cost.

Although sold out years ago, I've seen used copies of this book sell on Amazon for as low as \$42, and topping out at around \$75, which makes it a total bargain. No wonder Lotus enthusiasts and experts the world over agree that this is the most definitive book ever written about the Elite – and it is.

The original **LOTUS ELITE** *Racing Car for the Road*



DENNIS ORTENBURGER / edited by R. A. McCormack



GET LOWER

Written by **the staff of Motorsport Marketing**

From the [Sept. 2014 issue](#)

[Shop Work](#) , [Suspension & Handling](#) , [Restoration & Renovation](#)

Sent to us by Ron Foster

We admit that we sometimes take our faithful 1978 MGB for granted. After all, we've owned for nearly three decades. It was time to give it some attention, so we dropped its ride height to bring it closer to the original GT V8 specs.

We used a method that took just an hour at each end: Moss Motors lowering springs up front and their lowering block set out back. While we were at it, we replaced a few other rubber pieces in the rear with upgraded urethane bits.

The car looks much better at its intended height, and the ride quality remains as good as ever.

But does the car handle differently now? Watch these pages for the answer. An upcoming article will detail the various methods for lowering rubber-bumper MGBs and reveal how each one affects ride and performance.

We'll cover additional approaches for the front, including dropped stub axles, a chrome bumper crossmember swap, and other front spring options. For the rear, we'll also try out dearched springs and possibly different spring rates. Anti-roll bar swaps may enter the equation as well.

Now that we've pressed this car back into service, we're constantly reminded why we like rubber-bumper MGBs so much—especially when they've had a few mods. Ours features alloy wheels, upgraded tires and Miata seats. Under the hood it sports a Moss Motors supercharger, a ported head and a bit more cam. It's now a thoroughly modern, drivable car that just keeps us smiling.

1. To meet the laws of its day, the rubber-bumper MGBs came from the factory sporting an increased ride height. Our method for lowering it was simple: shortened springs in the front, lowering blocks in the rear.

The shortened springs we used had been on our shelf for a while, and Moss Motors has superseded them with a new type. When we compare MGB lowering methods in our upcoming feature, we'll cover the updated springs.



2. Moss Motors supplied the components we used to drop the rear: a set of lowering blocks and long U-bolts (\$69.95) and urethane spring pads (\$32.95). We didn't have to remove the rear backing plates to do this work, but we thought we'd clean and paint them while we were fixing the brakes.



3. While the car was on the hoist, we treated the brakes to new wheel cylinders, springs, hold-downs and shoes.



4. We also replaced the rubber brake hoses with braided stainless versions. We like the little boost in pedal firmness that these hoses provide.



BMCCF Stuffs from YOU:

Eric Robinson - watch a Jaguar F series do a full loop -

<http://www.bbc.co.uk/news/technology-34254243>

From Gretchen Murden - Karen Burr, Gail Guthrie and Gretchen Murden will all have paintings in this art show Oct 2-4 at the Arboretum.

There are 125 local artists participating.

From Ron Foster - a new on-line British Motoring Magazine. CHECK IT OUT. justbritish.com



BMCCF
Classified
Ads



From Jim Hendricks - I am trying to sell 2 near mint 1973 North Carolina license plates \$ 15.00 each plus shipping. If you know anyone please forward this email.

The 2 red numbers with off white background are;

1789-VM

6585-SW

For Sale - Doc Wilson - I would like to sell my 73 MGB. I recently painted it (Damask Red, original color) Car runs good. It is a good daily driver. Need to make room in my garage for another project. Not sure if you put these in the news letter. Email me at ikeydoe@yahoo.com \$4,300 or best offer



For SALE - Steve Donatone - 1977 MGB with electric overdrive, professionally rebuilt engine with new cylinder head. The following items are 3 years old or less: tires, battery, battery cable, fuse panel, water pump, radiator, alternator, brakes front and rear, brake switch, front brake calipers, rear brake cylinders, exhaust system, electronic fuel pump, gas tank and sending unit, electronic distributor, ignition wires, plugs, hoses, fan belt, thermostat, carpet, steering wheel, hood and choke cables, speedometer cable, tires, oil cooler, twin SU HIF 4 carburetors completely rebuilt, steering rack, top cover, seat belts, seat cushions and webbing, rear spring bushings, rear shock down links, ignition switch, rheostat, multi-switch, brake master cylinder, clutch master cylinder and slave cylinder, clutch, heater control valve, windshield, k&n air filters. This car looks and

drives like a new car; body is excellent with great looking paint job. \$8,500. Call **910.232.1702**



For SALE -1975 TR6 I just shipped it down from Michigan a few weeks ago. The car is currently at AutoWorks with Carl Wilson and I know he is involved with British Car Clubs. TR6 currently at AutoWorks with Carl Wilson in Wilmington where you may stop in and see it. It has a new battery, new fuel and the points cleaned as well as exterior/interior detailing. I'm selling as is.

Asking price \$11,900.

34,900 original miles

Kristal McHugh

[910-367-3087](tel:910-367-3087)



For SALE - 1977 MGB This is a beautifully maintained car. Cataloged maintenance history goes back to 1981. Always kept indoors and comes with a full cloth custom car cover.

- New clutch in 2010 with less than 600 miles on it.
- Electronic ignition.
- Electronic engage overdrive.
- Seats, ragtop and tonneau cover are in excellent condition.
- Custom spoke wheels, headlamp stone covers, air horn and more extras.

- Standard wheel hubs if you wish to go back to original rims(rims not included).

For more information please call my cell: **419-334-4104**
Tim Johns email: tjohns0257@yahoo.com

PS: \$7,600 if you mention that you saw this in the British Motor Club of Cape Fear HUB Newsletter.

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

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Free Advice to BMCCF Members



That's All Folks
Thank You
For your contributions to this
newsletter

