

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

## BMCCF Meeting November 19h 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  
[BMCCF@ec.rr.com](mailto:BMCCF@ec.rr.com)

Visit the website:  
[www.BMCCF.org](http://www.BMCCF.org)

Volume 17 No.11

# THE HUB

November 2015

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

**President:**

Steve Donatone  
[sdonatone@charter.net](mailto:sdonatone@charter.net)

**VP:**

Ron Foster  
[rrfoster2001@yahoo.com](mailto:rrfoster2001@yahoo.com)

**Treasurer /Membership:**

John Moore [jmoore24@ec.rr.com](mailto:jmoore24@ec.rr.com)  
Caryl Finn [thefinnsus@yahoo.com](mailto:thefinnsus@yahoo.com)

**Secretary:**

Pam McMahon  
[ladyirish@aol.com](mailto:ladyirish@aol.com)

**Webmaster:**

Lynn Wilson  
[cwilson23@ec.rr.com](mailto:cwilson23@ec.rr.com)

**Newsletter:**

Charlie Schaefer  
[BMCCF@ec.rr.com](mailto:BMCCF@ec.rr.com)

**Activities Director:**

Eric Robinson  
[digieric41@gmail.com](mailto:digieric41@gmail.com)

**Club Regalia:**

Ralph Jannelli  
[www.fourth-gear-ltd.com](http://www.fourth-gear-ltd.com)

**Sunshine Person:**

Jacq Moore  
[lechef@ec.rr.com](mailto:lechef@ec.rr.com)

**Car Show Chairmen:**

Eric Robinson  
[digieric41@gmail.com](mailto: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:

Our November meeting will be the final one for 2015 as our Christmas party in December will be held in lieu of a meeting. It is kind of hard to believe we are getting that close to Christmas already.

Please keep in mind we will be conducting our vote for president and one board member during our November meeting so a good turn-out would be very helpful. While all the officer positions were up for nomination those other than president did not receive any new nominations and the current occupants agreed to serve again so there is no point in putting them on the ballot. We have two nominations for president and two for the open board position. I will soon send an email ballot to Charlie for distribution to be used by those who cannot attend the November meeting; paper ballots will be distributed at the meeting.

This past Monday Mickey and I went to take a look at a very nice early fifties TR3 at Inland Greens. The purpose of the visit was to assist in establishing a valuation for estate settlement and the car will likely be put up for sale sometime next year; at this point it is a little early to offer any more specifics.

Mark your calendars for the third Thursday in November and I will see you at the meeting.

**Steve**



# BMCCF - MINUTES

October 15, 2015  
Temptations, a.k.a. the BMCCF Club House



Meeting was called to order at 7:00 and the previous minutes were accepted. There were 27 members present, plus one guest and three new members. Later on this.

**Car Show** – our new date is April 23<sup>rd</sup> and Eric found that everything that had been in place can be carried over neatly to the Spring. (As an aside, several people at the Grand Strand Car Show on October 24<sup>th</sup> were delighted there would be a Spring show. Who knew?) The food at Sweet and Savory Pub wasn't too hot (pun intended) so we'll look for a new place in the future. All the sponsors said they'd carry over, too.

## Activities

Drive to the **Inlet View** in Shallotte Sunday October 18 – please sign up tonight 'cause reservations have to be made. We'll meet at Magruders at high noon for the drive.

**Grand Strand** Car Show in Myrtle Beach rescheduled for October 24.

**Crack the Clues Cruise** November 14 dinner at a local restaurant – details to follow on your email.

**Riverfest** was also rescheduled and on for November 22. Meet the AACA folks at Stein Mart car park at 9:30 that morning for a caravan to downtown.

**Holiday Flotilla Car Show** at Wrightsville Beach is on for November 28<sup>th</sup>. Details to follow.

An afternoon drive to the **Southport English Tea House** is on for December 6. Watch your emails for info.

Our **Christmas party** is scheduled for December 10. Get your party duds ready!

**Kick Off the Year** gathering at Carl's Garage will be on January 23 from noon to 4, rain or shine. Bring a covered dish to share. Details to follow.

**Treasurer's Report** – Flash! Our non-car show made money this year! Several seasonal items were raffled off at the pre non-car show party and we took in \$373. Thank you all who so generously bought raffle tickets (even though you may have been coerced a bit by overly zealous raffle ticket sellers. Names withheld.).

**Nominations** for officers were opened. They are:

President	Steve Donatone or
	Edie Cutler

Vice President     Carl Wilson  
Treasurer         John Moore  
Secretary         Pam McMahan  
Board Member     David Ward, Charles Schaefer

Charlie will email ballots to the membership for voting. He will include information about how and when to return your ballot.

We welcomed **new members** Keith Graff who has a 1949 MGTC, and Ralph and Theresa Gevinson with a 1974 chrome bumper MGB. Ryan Taro, a friend of Craig Murden's, visited. He has a 1972 MGB.

Alicia Donatone had originally planned on making her lovely Bittersweet Cheesecake Tort for our raffle (her last year's cake drew many, many raffle tickets so we were really looking forward to this year's creation) and when the show was cancelled there was some weeping. However, she surprised us tonight with the Tort for a special tasting. Yum! and thanks very much, Alicia.

The meeting was adjourned at 6:20. Short but sweet.

Respectfully submitted,  
**Karen Burr** for Pam McMahan



## **BMCCF CALENDAR OF EVENTS**



### **NOVEMBER**

**14th** - EAA 297 Fall Fly-In and Antique Car Show, Stag Park, Avitators Lane Burgaw 10:00 to 2:00PM.

**15<sup>th</sup>**. “- **Crack the Clues Cruise**” to a local eatery for lunch. Solve the first clue to meet at the starting point at 12.00 PM. Lunch is set to begin at 1.30 PM.. See flyer for details.

**19<sup>th</sup>**. **Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET** 7.00 pm.

**22nd - Re-scheduled RIVERFEST** Wilmington. Meet the local chapter of the AACA at Stein Mart car park (just along from Temptations) at 9:00am.

**28th - North Carolina Holiday Ftotilla Car Show**, Wrightville Beach Park 10:00am to 2:00pm. Registration form in the newsletter. For more info: [www.ncholidayflotilla.org](http://www.ncholidayflotilla.org).

## **DECEMBER**

**10th Annual Christmas Party** - details to follow.

# **Calendar of Events 2016**

## **JANUARY**

**21<sup>st</sup>. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET** 7.00 pm.

**23<sup>rd</sup>. Kick-Off Party @ Carl's Place.** 2:00 PM – 4:00 PM. Bring something to share and drinks of your choice.

## **FEBRUARY**

**18<sup>th</sup>. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET** 7.00 pm.

**6<sup>th</sup>. Afternoon drive to the Southport Tea House Cafe**, Howe Street, Southport. Meet at the car park outside Charlie MacGrooders in Leland at 3 PM. See flyer for details.

## **MARCH**

**17<sup>th</sup>. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET** 7.00 pm.

**27<sup>th</sup>. 'Lunch By The Lake' run to Dale's Seafood** at Lake Waccamaw. See event flyer for details.

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



**North Carolina Holiday Flotilla**  
*Antique, Classic, & Special Interest Car Show*

Part of the Festival in the Park

**Wrightsville Beach Municipal Park**

1 Bob Sawyer Drive,  
Wrightsville Beach, NC 28480

**Saturday, November 28, 2015**

- Registration 10:00-11:30AM - Judging begins at 12:00 noon - Awards presentation scheduled for 2:00PM
- Trophies will be awarded for Top 25 and Best of Show
- Dash Plaques to the first 50 registered
- All entries should have a fire extinguisher

For more information contact:

Richard Steinkopf (910) 796-0134 [Rascar66@ec.rr.com](mailto:Rascar66@ec.rr.com)  
Matt Hinson (910) 471-0797 [matthew.c.hinson@gmail.com](mailto:matthew.c.hinson@gmail.com)

<http://www.ncholidayflotilla.org/>

---

Pre-Registration – Deadline Saturday, November 21, 2015	\$12.00 per vehicle
Show Day (10:00-11:30 AM)	\$15.00 per vehicle

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_ Email \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

I understand and agree that I will not hold the North Carolina Holiday Flotilla or the Town of Wrightsville Beach or any of its sponsors responsible for any damages, thefts, or other liabilities incurred during this event.

Signature \_\_\_\_\_

Make Checks Payable To: North Carolina Holiday Flotilla

Please Mail To: Richard Steinkopf, 4308 Fireside Court, Wilmington NC 28412

# Trip to Victorian England for Christmas?



Posted on October 22, 2015 by [Staff](#) in [Classic Cars](#), [Events](#), [Highlights](#) sent to us by **Ron Foster**  
**BMCCF was at this estate in June, the Butler was a blast.**

Barely auto related, but we like it anyway. Visit [Beaulieu](#) this Festive Season, between 19<sup>th</sup> December and 3<sup>rd</sup> January 2016, to experience the magic of a traditional Victorian Christmas.



See one of the largest outdoor Christmas trees in the New Forest, adorned with seasonal decorations and follow the fairy light path to Palace House, the home of the Montagu family since 1538, which is a place of enchantment at this special time of year. Children can follow the Christmas Cracker quiz trail, hear how festive traditions have developed over the ages and play Victorian parlour games.

*All the family can wrap up in beautiful coats, hats and scarves and climb aboard the stunning full-size sleigh to pose for a photograph – perfect for the family Christmas card.*



Visitors can talk to characters from Victorian times to discover what life was really like 'Upstairs and Downstairs' at Christmas time and warm themselves in front of the yule log in the hearth of the great fireplace while enjoying a glass of hot fruit punch. In the Lower Drawing Room there will be carol singing and musical entertainment for everyone to enjoy. The splendid Victorian-style decorations and the magnificent Christmas trees throughout the house will add to the flavour and charm of the season.

In the National Motor Museum, the Victorian theme continues as visitors can see what driving was really like in those early days. Don't miss 'Wheels', a pod-ride transporting you on a journey through one hundred years of motoring history.



In the *World of Top Gear Enormodrome* watch exclusive footage as the presenters take you behind the scenes in the Top Gear production zone, enjoy clips from some of the best Top Gear moments and see actual cars from some of the presenters' most ambitious challenges.

To complete the day, take a ride on the high-level Monorail or hop on the Veteran London Bus to see the Beaulieu sights.

For shopping delights visit the Beaulieu gift shops which offer everything from soft toys and stocking fillers for children, to a wide selection of motor related items, traditional gifts and festive fare. There is free parking and free entry to the extensive Gift Shop which is conveniently located in the Visitor Reception Hall.

The Beaulieu attraction is open from 10am to 5pm daily, except Christmas Day. For further information visit: [www.beaulieu.co.uk](http://www.beaulieu.co.uk)



**Can you guess who our '50's members are???**

Out there having fun and raising money for a great charity - **Women's Health of Southeast North Carolina.**

# 103 YEAR OLD ROLLS ROYCE

## SENT BY COOKIE COOPER

It manages 15 miles to the gallon and has a top speed of 60mph. But this 100-year-old Rolls-Royce Silver Ghost has zoomed into the world record books, selling at auction for almost £5million following a fierce bidding war. It was originally bought for £1,000 in 1912 (almost £93,000 in today's money) but has now gone under the hammer for £4,705,500, making it the most expensive Rolls-Royce ever sold at auction. Unique: This 100-year-old Silver Ghost Rolls-Royce has sold for a world-record price of £5million after a furious bidding war at Bonhams



### THE CONTROLS

- 1 Bakelite steering wheel
- 2 Choke - alters air and fuel flow to engine
- 3 Ignition - controls spark to engine by pulling up or down
- 4 Handbrake, with gear lever (5) next to it
- 6 Hand throttle - known as 'The Governor'
- 7 Fuel gauge

### INTERIOR

- Door panels and window shades of embroidered silk, with silk tassels
- Silver and ivory door fittings
- Passenger footrest conceals full picnic set and china tea service for four, plus set of six decanters
- Luxury fabric seat covering



### EXTERIOR

- Built by former royal carriage-makers Barker's of Mayfair. Distinctive design echoes luxury Pullman railway carriages of the era
- 29 bevelled glass windows, with wooden frames
- Inflatable tyres
- Original headlights, rear lights and carriage lights
- Private registration number, 1912 RR

### ENGINE

- 7.3-litre engine with 60mph top speed
- Four-speed gear box. Chassis number 1907
- 50 brake horsepower



**In great nick: The six-cylinder, 7.3-litre car comes with perfect provenance and is still purring smoothly, doing about 15 miles to the gallon**

**What it lacks in gadgetry, the British-made classic more than compensates for with an extraordinary level of luxury that leaves its modern-day counterparts looking a little unsophisticated.**

**Its gleaming interior fittings are made of silver and ivory, while the door panels are embroidered silk, with**



**brocade tassels attached to silk window shades for privacy.**

**THE PASSENGER FOOTREST HIDES A FULL PICNIC SET FOR FOUR, A CHINA TEA SERVICE, COMPLETE WITH AN ALCOHOL-FUELLED BURNER AND KETTLE TO HEAT THE WATER, AND A SET OF SIX DECANTERS – THREE IN STERLING SILVER AND THREE IN LEATHER-WRAPPED GLASS.**

**The sale took place at the Goodwood Festival of Speed in West Sussex on Friday. Auctioneers had expected it to sell for around £2million and were astonished when the bidding between two rival collectors topped £4million. James Knight, from Bonhams auctioneers, said: 'There were three bidders, then one of them dropped out at £2.3million and we thought it would end there.**

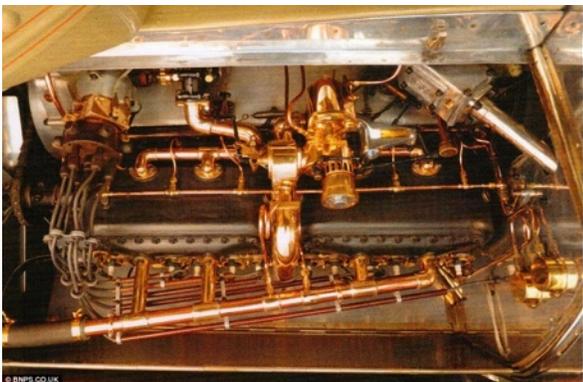


**Luxurious: The elegant passenger compartment complete with 29 bevelled glass windows and (right) the stylish steering wheel 'But then another bidder entered and the bidders were duelling. It went up in increments of £50,000, and then £100,000, and then back down to £50,000.**

**'It went on and on and on and was the longest car sale I have ever witnessed. It was pure theatre. Everyone was very respectful but when the price reached a milestone, like £3million, there was an intake of breath. 'The bidders were duelling and when the hammer came down there was spontaneous applause.**

**'It was fitting because the car is celebrating her centenary.'**

**The car was commissioned by Rolls-Royce connoisseur John M. Stephens, who also bought the first Silver Ghost the luxury car-maker produced in 1906. The body was built by former royal carriage-maker Barker's of Mayfair, which had previously built coaches for King George III and Queen Victoria.**



**Standing the test of time: The 7.3-litre, six-cylinder engine is still purring smoothly and is capable of doing around 15 miles to the gallon.**

**The car even had an early speedometer – an important addition given that a 20mph speed limit was introduced in 1912. Unlike most car enthusiasts of his time, Mr Stephens, from Croydon, South London, asked the makers not to**

**include a glass division window between the driver and the passengers as he wanted to drive it himself rather than rely on a chauffeur.**

**The car's distinctive cream and green design echoed the luxury 'Pullman' Railway carriages of the time, and it was known as a Double Pullman Limousine.**

Mr Stephens's car is believed to be the only one of its kind to survive with its full interior and bodywork, as many Rolls-Royces from the era were converted into ambulances during the First World War.

Auctioneer Bonhams said: 'It is a statement of refinement, grace and gentility that for many defines the qualities and the Edwardian period in which Rolls-Royce established the unsurpassed reputation it still enjoys today.'

The identity of the anonymous telephone bidders has not been revealed but sadly Bonhams has confirmed the car will now be leaving Britain once more.

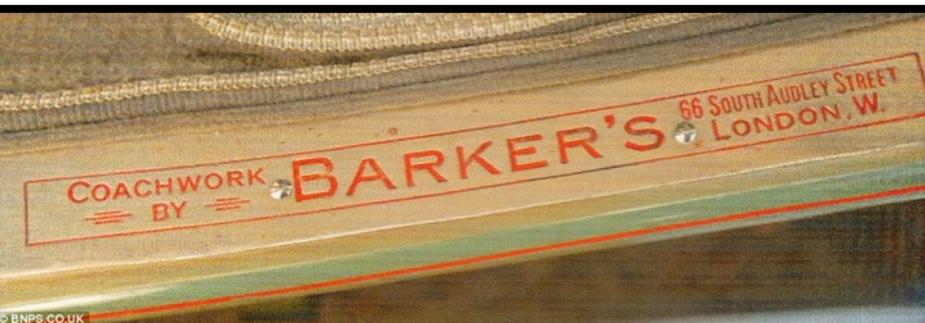
It left Britain in 1992 after it was bought by a US enthusiast. A Texas lawyer bought it from him in 2007 for £1.9million and kept it until 2009, when he was killed in a crash in a different car.

The Rolls was then sold once again before the latest seven-hour auction, which saw more than 80 cars go under the hammer for a combined £22million.

Astonishingly, the Silver Ghost was not the most expensive lot. That honour went to a 1929 'Blower' Bentley single-seater racing car, which sold for £5,042,000, the highest price ever for a British car at auction.



A plaque bearing the vehicle's chassis number of 1907



Touch of class: The original owner employed the services of the best coach-making company, Barker and Co. Ltd, to do the bodywork

# CARS THE BRITISH NEVER MADE

SENT BY “ERIC” OUR BRIT

## Jaguar C-X75 (2010)

Jaguar introduced the C-X75 to acclaim at the 2010 Paris motor show, a gift to itself on the occasion of its 75th birthday. The show car featured a radical hybrid-electric drive system comprised of four electric motors, one at each wheel, powered by a pair of diesel-fuelled micro-turbines. The following year, the company announced plans to build a scant 200 examples of the C-X75, priced between £700,000 and £900,000 apiece, plus VAT. Still a hybrid, the production version would use a turbocharged *and* supercharged 1.6-litre four-cylinder engine producing 500 horsepower in place of the turbines, and two electric motors in place of the concept's four. The revised system's 900hp total output promised a 3-second sprint to 60mph and a top speed of 220mph. Those grand plans were short-lived, however; in December 2012, citing the continuing global economic slump, Jaguar cancelled the car.



## Aston Martin Bulldog (1979)

With a “folded paper” shape by designer William Towns (who had previously styled the radical Aston Martin Lagonda sedan), the Bulldog brimmed with surprises. The car (called “K-9” inside Aston Martin, after Doctor Who’s robotic dog) featured full digital instrumentation, a closed-circuit camera with a dashboard display in place of a rear-view mirror, and a quintet of hidden headlamps. A 5.3-litre twin-turbo V8 delivered something close to 700hp – sufficient to give the car a theoretical top speed of 237mph (although 191mph was its highest verified speed). Although Aston had initially planned to build 25 examples of its futuristic flagship, the company produced only one before abandoning the project. The lone Bulldog was then sold to the highest bidder, commanding a rumoured £130,000.



Aston Martin Bulldog. (Aston Martin)

## Vauxhall SRV (1970)

Little more than a design exercise, the dramatic SRV (Styling Research Vehicle) took inspiration from the long-tailed Le Mans prototype racers of the late 1960s. Although the car was initially planned as a two-seater, designers Wayne Cherry and Chris Field, intrigued by Lamborghini's then-new Espada four-seater, decided to change course. Just 41 inches tall (more than 6in lower than the Espada), the rakish SRV featured four doors (the rears lacked external handles) and provided surprisingly spacious seating for four adults. The car was intended to employ a transversely mounted 2.3-litre four-cylinder engine, but Vauxhall had no appropriate transmission for such a layout, and the SRV never moved under its own power.



Vauxhall SRV. (Vauxhall)

## MG EX-E (1985)

MG conceived the EX-E, which debuted at the Frankfurt motor show in 1985, as Britain's answer to the Ferrari 308. Built on an adhesive-bonded modular aluminium sub-frame with composite body panels, the compact, lightweight coupe boasted a very low 0.24 drag coefficient. The EX-E employed a version of the 3-litre V6 engine from the MG Metro 6R4 rally car, detuned from a race-spec 410hp to about 250hp, and matched to a five-speed manual transmission and the 6R4's four-wheel drive system. MG estimated the coupe could run from zero to 60mph in less than 5 seconds, and press on to a top speed of 170mph. A brochure for the EX-E carried the line, "The concept car that's too exciting to keep secret." *Too good to be true* was more like it; MG's Ferrari-killer never turned a wheel.



MG EX-E. (Austin Rover)

Monday, 18 February 2013 00:00

**The history of the innovative 9X Mini prototypes is a complex one. Kay Drury interviewed members of the original BMC 9X team to try to unravel the story**

**Words: Kay Drury. Photos: Kay Drury, Bill Bell and Doug Adams**



### The 9X concept

Alec Issigonis and his 9X project is a story still shrouded in mystery. Never officially launched in any form, its existence was obviously top secret in its day. In fact if a few prototypes had not survived and ended up in the British Motor Heritage Museum, we would probably still not have known of its existence. I was certainly very puzzled by it, especially when the museum at Gaydon's Heritage Motor Centre displayed not one but five cars with '9X' in their descriptions during the Issigonis centenary year back in 2006. Three of the cars looked like modified

Minis, one looked like a small hatchback, and one looked like a Metro. To understand the history you have to think about the engine and the cars as being separate projects.

This story was summed up for me best by John Sheppard, one of the original Mini design team, who also worked closely with Issigonis on the 9X. He explained that the 9X engine was a brand new design developed originally for the 'Mini-Mini' project, which was intended for Innocenti in Italy, where the small car market included competition from the tiny Fiat 500.

Issigonis' design envisioned a car around nine inches shorter than a conventional Mini saloon. By designing an alternative small engine they were able to cut an impressive four inches from the engine bay length. This engine was called the 9X. The 'Mini-Mini' project was later shelved but Issigonis went on to design another new car using that engine. That new car, in turn, became known as the '9X'. John Sheppard was draughtsman on the project."Issigonis said 'I want you to make this car much, much cheaper than we make the Mini, so what can you do about it?' I cut the number of parts down by 40 per cent. That's a lot of parts. But when I tell you how simple it really was, if you look at your car or any Mini and look at their subframes, the number of heavy gauge parts there are to make the subframes, which all rust anyway – I got rid of those. There were no subframes in the 9X. It was torsion bars at the back and MacPherson struts at the front. And I cut it down by 40 per cent. And when I had it costed down at Cowley Pressed Steel, they said 'we can make this for about £20 per car cheaper than we can make the Mini.' But they [the new management at British Leyland] didn't want to know."

# Record Price Set For MG At Auction

Posted on September 24, 2009 by Staff in Auctions & Sales, Classic Cars // 0 Comments

A new record high price for an MG sold at auction was set earlier this month, when a pre-war MG K3 Magnette sold for 231,000 pounds, or the equivalent of \$372,000, at H&H's auction in Buxton, England. It wrested the high-price crown from a 1935 Magnette Airline Coupe sold in 2007 for 199,037 pounds.



It would take a book to detail the convoluted history of this car; in fact, a book has been written.

Magnette-ised: The Pedigree of MG K3015-2 from 1934 to 2007, written by the seller, details the many changes the car has been through in the decades

of its existence. H&H themselves described it as "the antithesis of a 'matching-numbers' car," although it possesses an unbroken history as a genuine K3. The car is sort of like grandpa's axe; the original frame was replaced with an unnumbered frame supplied by the factory, as was the original 1,086cc straight-six engine, and the body was changed from two-seater to single-seater, and back again. Further complicating matters is that the car's original chassis, discarded in the late 1930s, has since been built up as a complete car.

**From - Our Eric**

# LBCarCo Tech Tips

**BCarCo Tech Tips - Each Chatter a New Reader Submitted Tech Tip!**  
Our [Tech Tip](#) this issues tip is from Ray Peebles.

## A Bright Idea for Winter Storage

Winter storage can be tough on an engine, especially in the northern states where the temperatures hover well below freezing. One method to keep your inactive engine from developing rust is to put a trouble light with a 75watt bulb under the engine and a thermal blanket over the top. This will not keep your engine toasty warm but it will keep the assembly just warm enough to keep the condensation ( and the rust) away. Trouble lights with a metal guard work the best. Be sure to keep the light close to the bottom of the engine oil pan to transfer the bulb heat.



## Jaguar XK150 Explored

From Welsh Jaguar - \$195.95

### Part description:

The long-awaited third volume in the XK Explored series is now available, exclusively from Welsh Enterprises in North America.

Thousands of perspective exploded color drawings of the XK150's body, suspension, interior, wiring, engine, etc.

Plus, history production changes, competition, etc. It

covers both LHD and RHD cars, and all models including the "S". Essential for owners / restorers, this book has taken author / artist Bernard Viart nearly three years to research and compile.

**[\\*\\*\\* Click here to view the XK150 Explored Collector's Edition \\*\\*\\*](#)**

# A new appreciation for old patina

**By Thomas A. DeMauro - Hemmings Daily**

It took a lot of years, but I've finally come to appreciate some of the patina on my cars and their parts. My main resistance was born of the fact that in the past, when looking at them, I just saw old parts, which immediately said to me, "Since you can't afford NOS or reproductions, your stuff looks all worn out, and it will probably stay that way for the foreseeable future." Nice, huh? Part of the problem was that my cars did have lots of worn parts and areas on them. Many were well beyond the patina stage—you've seen the photos in past blogs, such as "[Drive 'em Dirty](#)." They were just worn out, so everything looked bad.

It wasn't until I got the Buick (a '67 GS 400—just in case you forgot about the last 100 times I've blogged about this car) and fixed it up and had it painted that I started to appreciate the fact that components which have aged gracefully still look good on it despite the fresh paint. No, I don't mean pitted bumpers and body trim and rotted weatherstripping. I mean a Hurst four-speed shifter-ball that has yellowed and taken on light scratches from age and an instrument panel and accessory gauges that have also slightly yellowed, but do not appear to be worn out at all.

Happily for both my taste and my wallet, not everything has to be brand new in order for the Buick's looks to satisfy me. It was built in 1967, so it's okay for some parts to look like they have been there since then—the instrument panel has, and the shifter ball may have been, as the stock shifter was replaced by the original owner.

While it's nice to have shiny new reproductions, one consideration that surfaces when you install them is that everything around them had better be brand spankin' new too, or it will stick out like a sore thumb. BRIGHT-faced gauges surrounded by an original-condition faded dash panel come to mind.

I certainly still appreciate new parts, and I hope high-quality reproductions keep on coming, so we can restore our cars as needed. I even like seeing a new BRIGHT white Hurst shifter ball as much as any other car guy, but lately I've come to prefer the "weathered" one that I have.

Some parts age well and some don't, and only you can decide what works well on your car. All I'm saying is, don't be too eager to throw out the old to buy and install the new, even if you can afford to do so, as some of those gently aged parts may retain more character and a sense of history for your car than the reproduction parts that you're considering replacing them with.

## BMCCF Stuffs from YOU:

**From Robert McLeod** - for those that have high compression engines they use for off road racing (only legal use for leaded fuel). A 110 octane leaded racing fuel is available from a dispenser at the Citco station just north of Wrightsville Ave. on College Road. Rockett Brand racing fuel is the old Union 76 racing fuel used in the NASCAR Cup Series. When Union 76 relinquished the official fuel status to Sunoco, a friend of mine who was in charge of racing fuel for 76 took the line private and calls it "Rocket Brand". Here is the website, [www.rockettbrand.com](http://www.rockettbrand.com)

**From Ron Foster** - Here is a place that has British car Parts, and pictures of the 2015 Show in VT - [Leyland British - British Invasion 2015 | Facebook](#)

## BMCCF Classified Ads



**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 -

1960 Austin Healey MKI 3000

Complete rotisserie restoration

No expense spared

Same owner 28 years—all pictures and records of  
service and restoration

910-443-2370



Asking \$65,000.

# **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*

