

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



BMCCF

The Cape Fear British Motor Club Welcomes all Marque, Models and Motoring Enthusiasts

For additions or submissions to the letter - contact the editor:

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THE HUB

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

Prime Minister's Message:

If you have not yet signed up for the December 10 Christmas party you need to do so by December 2 by emailing Jacquie Moore. The best thing about the party in addition to the food is you don't have to hear me talking at you or make any motions. Speaking of talking, for those of you who could not make it to Charlie's' presentation at his garage you missed some good coffee and donuts along with useful information about restoring old paint and other issues involved in restoring a car that has sat for a while. He also has a huge amount of posters and memorabilia hung on all of the walls; one in particular is Donna's favorite.

Be sure to keep your little cars in running order as we have events coming up not too long after the Christmas party assuming the weather remains reasonable. We are getting into the time of the year when a car that overheats isn't such a bad thing so Charlie will probably drive his Jaguar- also known as the most expensive space heater in the club.

See you at the party!

Steve



BMCCF - MINUTES

November 19, 2015
Temptations, a.k.a. the BMCCF Club House



Meeting was called to order at 7 PM by President Steve Donatone. 36 people were in attendance.

Steve recognized new members Ryan Toro and Keith and Jean Graff. A warm BMCCF welcome all.

The minutes of the October meeting were approved by acclimation.

Steve congratulated Susan Zarutskie and Eric Robinson for a fun and very well organized event last weekend. Steve confessed to and was verbally abused by several of those present for yet *another* breakdown during a BMCCF event. Several volunteered to check Steve's car out before the next run.

Donna Schaefer mentioned that it is very dangerous to check the fuel level in the gas tank using a hot 100 watt bulb. DO NOT DO THIS!!! And, yes, Sparky did try this trick. Luckily, there was no incident but really – DO NOT DO THIS!!

Charlie Schaefer's garage tour is this weekend. RSVP and be sure to give Charlie your cellphone number in case you need to have the gate opened.

Steve reminded the group that the 2016 car show is scheduled for April. The 2015 show was canceled due to inclement weather. There is not much activity on the April car show at this point.

Mickey Finn asked for clarification about the registration policy for the April show. If someone pre-registered for the November 2015 show, will they have to pay again for the April show? The answer is yes, they need to pay for the 2016 show regardless of whether they pre-registered for the 2015 show or not. There are no refunds for shows that are cancelled.

John Moore delivered the Treasurer's report. The current balance is about \$9,300. Anticipated expenses include the Holiday Party on Dec. 10th.

John has 6 grill badges left for \$35 apiece. See John if you are interested. These are nice badges.....

Please pick up your name tags. We have many members who have not yet done so. The name tags are on the table as you walk into Temptations.

The Holiday Party is coming up. Please RSVP to John Moore so we can have an accurate headcount for ordering food. A signup sheet is being circulated tonight. The party starts at 6:30 – not the regular meeting time of 6:00. Arrive after 6:30.

At the party donations will be accepted for the NHRMC Family House. Family House offers support for loved ones from out of town with a hospitalized family member. The Family House's doors are open to family and friends of patients being cared for at NHRMC as well as for patients who must travel to the area for outpatient medical treatment. Located just a short distance from the main hospital campus, the not-for profit SECU Family House asks for \$35 per room per night to offset costs. Donation ideas include:

Canned and non-perishable food
Toiletries and sundries
Paper products

Eric will send out a flyer with more information.

REMINDER: THERE IS NO MEETING ON DECEMBER 17th. The Holiday Party takes the place of the December meeting.

Eric Robinson talked about activities. Carl and Lynn Wilson will again host the Kickoff Party at Autoworks in January, 2016. More information to follow. Eric is planning a trip to Southport one afternoon for tea. Also under consideration is lunch at the Purple Onion and lunch at Lake Waccamaw. Check the Coming Events calendar on the BMCCF website. If you have any ideas about a club outing, contact Eric, Karen Burr, Donna Schaefer or Carl Wilson.

Steve adjourned the meeting at 7:25 PM
Respectfully submitted
Pam McMahan
BMCCF Secretary



BMCCE CALENDAR OF EVENTS



DECEMBER

10th Annual Christmas Party - details to follow.

Calendar of Events 2016



JANUARY

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

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

FEBRUARY

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

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. See flyer for details.

MARCH

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

27th. '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.

Season's Greetings to you and yours



ANNUAL BMCCF CHRISTMAS PARTY!



TEMPTATIONS EVERYDAY GOURMET

HEAVY HORS D' OEUVRES AND A CASH BAR

6:30pm - UNTIL JAMES KICKS US OUT

RSVP? If you are joining us, PLEASE RSVP by DEC. 2nd. (Wednesday)

to JACQUIE MOORE @ lechef@ec.rr.com, or call: 910 686-7899

and please.....

****DON'T FORGET TO BRING YOUR DONATIONS FOR THE NHRMC
HOSPITALITY HOUSE FOOD DRIVE****



ONSET OF WINTER IN NORTH CAROLINA



Whad'ya mean, this is *your* night!!

BMCCF Shop Tours:

We had our first individual shop tour on November 21st. By all measurements it appeared to be a success. I would love to see our club do more of these. Eric, our event coordinator extraordinaire has given me permission to undertake the begging of other members to host more shop tours. We had almost 30 members in attendance. Several had indicated they would be willing to host a home shop tour. Each host can be as creative as they see fit. I am willing to use my shop as a place to meet, if the hosts have space considerations.



Host could demonstrate:

- how to adjust carbs, valves, bleed brakes, etc.
- trouble shooting electric systems
- show progress on a restoration in motion
- tricks you learned in your own shop
- the list is endless

**We have a Club of amazingly talented people and we would all love you to share in your knowledge and experience.
Please consider hosting a shop tour.**

Jaguar Heritage Maintains E-Type's Prestige

Posted on November 19, 2015 by [Staff](#) in [Classic Cars](#), [Corporate Business](#), [Highlights](#), [Jaguar](#), [Restoration](#)

The all-original and complete set of body panels for the Series 1 Jaguar E-type and selected parts of Series 2 and 3, are now available to order from [Jaguar Heritage Parts](#).

In order to provide world-class quality for E-type customers, Jaguar's skilled technicians and engineers employed state-of-the-art scanning technology to digitally map every inch of an E-type in 3D. Once scanned, the highly detailed scans are transferred to CAD images to create a complete and virtual model of the car to ensure perfect panel alignment.



The exact dimensions and shapes of the inner and outer surfaces and recorded to within a fraction of a millimeter. Once the entire car is digitally mapped, Jaguar Heritage is then able to test the quality and accuracy of each panel plus the original tooling used to make it. Each part is meticulously measured on an E-type body for final adjustments before final

production, thus ensuring a complete and true rendition of Jaguar's famous sports car.

By transferring the skills and expertise gained from making the Lightweight E-type, Jaguar's Heritage business is continuing to deliver on its promise to support its loyal customers in preserving and maintaining their cherished E-type to the highest possible standards.

Tim Hannig, Director, Jaguar Land Rover Heritage, said: *"We've taken huge steps to ensure that we are now providing the highest quality E-type panels on the market. This has been achieved using the original factory drawings and designs of the E-type, combined with state-of-the art new tooling. In fact, you could say that our customers are now able to buy panels, even better than the originals."*

The E-type continues to endear itself to owners and fans alike more than five decades after it was launched and it is important that each of the new body panels maintains the originality of the car. Jaguar Heritage's skilled engineers have used experience gained reverse engineering the Lightweight E-type to ensure the utmost quality and precision of every item. With these new panels Jaguar Heritage is ensuring that the brand's heritage and the cherished E-type continue to be enjoyed for many more decades to come.

Furthermore, [Jaguar's Heritage](#) workshop at Browns Lane in Coventry, offers warrantied servicing and restoration services for E-type as well as all of Jaguar's classic models.

The launch of the all-original E-type panels follows on from Jaguar's recent introduction of three exhaust kits for the iconic sports car, which are fabricated, like the body panels, to original specification – including that unmistakable sound. In addition to this, Jaguar Land Rover's Heritage business has also introduced seven specially formulated engine and gear oils designed for use in all pre-1980 Jaguar and Land Rover Heritage models.

Jaguar Heritage offers a growing and comprehensive catalogue of over 30,000+ spare and replacement parts for a range of Heritage models 10 years out of production.

Note: Press release courtesy of [Jaguar Heritage](#).

The following joke was sent to us by Mr. David Ward. Sorry, but I found it very funny and PLEASE do not take offense to the humor. (Editor)

MEN ARE JUST HAPPIER PEOPLE

Needs no explanation...and is a fun read no matter your gender.

Men Are Just Happier People --

What do you expect from such simple creatures? Your last name stays put. The garage is all yours. Wedding plans take care of themselves. Chocolate is just another snack. You can never be pregnant. You can wear a white T-shirt to a water park. You can wear NO shirt to a water park.

Car mechanics tell you the truth. The world is your urinal. You never have to drive to another gas station restroom because this one is just too icky. You don't have to stop and think of which way to turn a nut on a bolt. Same work, more pay. Wrinkles add character. Wedding dress \$5000. Tux rental-\$100. People never stare at your chest when you're talking to them. New shoes don't cut, blister, or mangle your feet. One mood all the time. Phone conversations are over in 30 seconds flat. You know stuff about tanks.

A five-day vacation requires only one suitcase. You can open all your own jars. You get extra credit for the slightest act of thoughtfulness. If someone forgets to invite you, he or she can still be your friend. Your underwear is \$8.95 for a three-pack. Two pairs of shoes are more than enough.. You almost never have strap problems in public You are unable to see wrinkles in your clothes. Everything on your face stays its original color.. The same hairstyle lasts for years, maybe decades. You only have to shave your face and neck.

You can play with toys all your life. One wallet and one pair of shoes -- one color for all seasons. You can wear shorts no matter how your legs look.. You can 'do' your nails with a pocket knife. You have freedom of choice concerning growing a mustache. You can do Christmas shopping for 25 relatives On December 24 in 25 minutes. No wonder men are happier.

NICKNAMES

If Laura, Kate and Sarah go out for lunch, they will call each other Laura, Kate and Sarah.

If Mike, Dave and John go out, they will affectionately refer to each other as Fat Boy, Bubba and Wild-man.

EATING OUT

When the bill arrives, Mike, Dave and John will each throw in \$20, even though it's only for \$32.50. None of them will have anything smaller and none will actually admit they want change back.

When the girls get their bill, out come the pocket calculators.

MONEY

A man will pay \$2 for a \$1 item he needs.

A woman will pay \$1 for a \$2 item that she doesn't need but it's on sale.

BATHROOMS

A man has six items in his bathroom: toothbrush and toothpaste, shaving cream, razor, a bar of soap, and a towel.

The average number of items in the typical woman's bathroom is 337. A man would not be able to identify more than 20 of these items.

ARGUMENTS

A woman has the last word in any argument.

Anything a man says after that is the beginning of a new argument.

FUTURE

A woman worries about the future until she gets a husband.
A man never worries about the future until he gets a wife.

MARRIAGE

A woman marries a man expecting he will change, but he doesn't.
A man marries a woman expecting that she won't change, but she does.

DRESSING UP

A woman will dress up to go shopping, water the plants, empty the trash, answer the phone, read a book, and get the mail.
A man will dress up for weddings and funerals.

NATURAL

Men wake up as good-looking as they went to bed.
Women somehow deteriorate during the night.

OFFSPRING

Ah, children. A woman knows all about her children. She knows about dentist appointments and romances, best friends, favorite foods, secret fears and hopes and dreams.
A man is vaguely aware of some short people living in the house.

THOUGHT FOR THE DAY

A married man should forget his mistakes. There's no use in two people remembering the same thing!
SO, send this to the women who have a sense of humor.... and to the men who will enjoy reading

Little-known James Bond car facts

[Hemming's contributor](#) on Nov 13th, 2015

A James Bond Aston Martin DB5 replica on display at the Miami Auto Museum. Photos by Myles Kornblatt.



Editor's note: With the opening weekend success of Spectre, we thought it appropriate to run a piece on the vehicles of Bond, James Bond. This article comes to us from Myles Kornblatt, curator, Miami Auto Museum at the Dezer Collection. Myles contributes to multiple publications as well as [AutoMinded.com](#).

James Bond lives in a secret (and admittedly fictitious) world so alluring that Spectre, the latest

Bond franchise film, easily captured the #1 box office spot on its opening weekend, and it is poised to do it again. Though 007 takes us along for the ride in every film, that doesn't mean he shares all his classified secrets; here's a momentary peek into the "Eyes Only" file for a glimpse at three little-known facts about James Bond cars.



Fake Bimmers are real Bond cars

A BMW Z8 replica, used in the filming of The World is Not Enough.

BMW was an enthusiastic Bond partner. They had used the film Goldeneye to launch the Z3 roadster, and were eager to follow up on that success in The World Is Not Enough. In fact, BMW was a little too eager for the 1999 film.

The retro car movement was beginning to really catch fire in the late 1990s, and from an enthusiast's standpoint, the BMW Z8 might have been one of the most exciting prospects. Resurrecting the somewhat obscure but breathtaking 507 model had well-heeled roadster fans lining up before pricing or production were announced. BMW also wanted to capitalize on this hubbub by having 007 behind the wheel. Unfortunately, the movie production schedule coincided with prototype testing, and a pre-production Z8 was not available to producers.

Instead, the final design was made available and fiberglass panels were fitted to a kit car chassis for use in filming. These replicas needed to be exceptionally accurate because the movie's release was a few months before the Z8's official launch, and so the movie became part of the production car's public debut.



Note the absence of a break between fender and hood.

Today there is an easy way to identify the movie cars besides knocking on the hood and listening for the sound of plastic. To save time and effort, the film cars have no cut lines in the hood, trunk, and most of the fenders. The only part that actually opens is the doors, because Pierce Brosnan was not going to look dignified entering his Z8 Dukes of Hazard style.

So, the rule of thumb if you're looking at Z8 roadsters in places like London's Bond in Motion exhibit or the Miami Auto Museum is this: If it's a fake Z8, it's likely a real 007 car.

The disappearance of the DB5

The Aston Martin DB5 from Goldfinger made James Bond a movie icon. An exotic car with hidden guns and an ejector seat was everything our kid-at-heart imaginations believed a secret agent should have.

Keen Hemmings readers already know the original working gadget car disappeared in 1997, but the tales surrounding it are a Bond-worthy mystery.



Aston Martin chassis DP/216/1 was a development/prototype for the DB5, and so its workhorse duty made it ideal for tampering and turning into an "Effects Car." The red coupe was resprayed a more stealthy silver and was given the real working gadgets like the oil sprayer, bullet shield, and revolving license plates.

The prototype was joined by a production DB5 (the car that appeared at The Elegance at Hershey earlier this year). Once all filming was concluded, the car was returned to Aston Martin where the gadgets were removed and DP/216/1 was sold into private hands in 1968.

Movie buffs understood the significance of this coupe. It was returned to gadget car status, and sold multiple times over a standard DB5's market value. In 1986 it was bought for \$275,000 by Anthony Pugliese, a Florida real estate developer known for his collection of pop culture items ranging from Christopher Reeve's Superman costume to the Colt .38 used by Jack Ruby on Lee Harvey Oswald.



He had the car as a showpiece for over a decade, and when it was not on display, it was stored in south Florida. On the night of June 18, 1997, thieves came to the small Boca Raton Airport in the dead of night, cut the alarm, nabbed DP/216/1 out of the hangar, and then disappeared into the darkness. There were no reported flights that evening, and the pre 9-11 security levels meant that the automatic access gate did not record visitors.

The complete lack of clues lets the imagination run with everything from practical ideas like insurance fraud to a wild Spectre-worthy plot hatched by daring thieves. Regardless, the case has been inactive for over 17 years and Chubb Insurance paid out their \$4.2 million policy on the famous movie Aston.

The car is gone, but an interesting legacy remains. First, not all of the DB5 is missing. Some original items were not on the car when it disappeared. This included the full set of badges, which sold a decade after the car disappeared for over \$5,500 in today's money.

Also, the disappearance of the legendary car has not left a lasting effect. The Boca Raton Concours d'Elegance starts off its show with the annual hangar party that is held at the same airport where DP/216/1 was stolen. In 2012, the concours saluted Aston Martin and the cars of James Bond. The Miami Auto Museum brought other Bond Aston Martins to this gathering. You could identify the few car people at this event by their chuckling



at the irony of parking arguably the most significant cache of Bond vehicles within eyesight of where the most important one was stolen 15 years before.

It is amazing that definitive proof on Bond's original Aston has not surfaced yet. Today this would be an auction house's biggest dream. The soaring vintage market means DB5s are already passing the \$1 million threshold before words like "prototype" and "movie legend" are added into the description.

There is a person or two out there who knows the fate of this car. If it's not sunk in the Atlantic off the coast of Florida, money may eventually overshadow the crime. Could this mystery be solved in our lifetime?

The oldest surviving Bond-driven vehicle isn't a car

We were first introduced to James Bond on the big screen in Dr. No. While some of his spy tools are as rudimentary as a single strand of hair, agent 007 had great cars right from the start. We see him driving a 1957 Chevrolet Bel Air after his chauffeur/henchman is dead, and later Bond's first major car chase is in a Sunbeam Alpine Series II.

Bond's Fairy Huntress, > used in From Russia With Love.

Either one of these would make a terrific museum piece as the oldest surviving Bond-driven vehicle. Unfortunately, neither original movie car has been located from the Jamaica shoot.

The next film, From Russia With Love, does a nice tribute to the books by showing Sean Connery relaxing with what we presume is Bond's personal car, a 3 ½ Liter model from his beloved Bentley brand. He utilizes the Sports Tourer for "recreational" activities, but is never seen driving. For the rest of the film, he's catching rides in everything from a Rolls-Royce Silver Wraith to a gondola through the Basilica Cistern. Bond's driving time in this flick isn't until towards the



end when he ambushes a Chevrolet C30 Apache flower truck. Just like the vehicles from Dr. No, the pickup is still missing in action.

There's only one more vehicle that Bond grabs the wheel of in this movie, and it's not a car. The 1963 Fairy Huntress speedboat used to set the water on fire and evade Spectre is currently the oldest surviving Bond-driven vehicle. It can be seen on display at the Miami Auto Museum.

Maybe Bond's solid connection to a boat is fitting considering the character is a Royal Navy Commander. On the other hand, perhaps someone has the power to rewrite history: The first three cars Bond drove on screen are still missing, which means that, just like the 007 character, there's always potential for a new chapter to this story.

MG3 Gets Even Better

Posted on November 12, 2015 by [Staff](#) in [Corporate Business](#), [Highlights](#), [MG](#)

MG's trendy MG3 has just got even better with the introduction of new technology; designed to give better economy and lower emissions.



The MG3 2016 MY (model year), which will be available to buy next week, offers customers better fuel consumption, lower tax and an updated personalization range; which includes the launch of new combinations and roof colors. The supermini, which now benefits from a more economical 124g/km of CO₂ and a

stop-start EU6 engine, also comes with a new chrome grille to complement the MG family face.

Customers who are looking to make their car even more unique, and really stand out from the crowd, will be pleased to hear that the MG3's Red Rose and Hello



Yellow paints are now available with selected roof color combinations; white or black.

Matthew Cheyne, Head of Sales and Marketing for MG, said: “The MG3 has continued its success from the day it launched in 2013 and, with all that it offers, it’s easy to see why so many people have fallen for our fun-packed and stylish supermini. Now we’re giving customers a little bit more, with the addition of some great features, but still keeping the price low; making it great value for money and setting us apart from our competitors.

“Those looking to give their car additional style and edge will love our new roof combinations, as they give customers the opportunity to mix up the personalization options even more.”

The MG3 EU6 is the latest car to be launched from the Long bridge site and demonstrates the continued innovation emerging from the Birmingham based manufacturer.

Customers can choose from the four models available, all priced as nicely as the car itself: MG3 3Time (from £8,399); MG3 3Form (from £9,599); MG3 3Form Sport (from £9,899); MG3 3Style (from £10,499); and MG3 3Style Lux, which comes with the addition of leather seats (from £10,999). The MG3 2016 is available on 0% finance, so book a test drive at your local dealer now and find out what this much-loved supermini has to offer.

More information is available at www.mg.co.uk.

Jaguar E-Type somehow defeats the Reliant Robin to be declared best British car ever

[Daniel Strohl](#)



Call it what you will—E-type, as in Britain, or XK-E, as here in the States—Jaguar’s most iconic car can now also be called the best British car ever, thanks to a recent magazine poll.

The [E-type](#), as our own internal style guide demands we call it, debuted in March 1961 at the Geneva Motor Show to the sorts of reviews reserved for world-class cars: “The most wanted car in the world,” the Daily Mail wrote. “It will be a winner everywhere.” Indeed, after some testing of a highly optimized coupe version on a Belgian highway that resulted in a top speed of 150.4 MPH, Jaguar boasted of having built the [world’s fastest production car](#).

Over their 13-year production run, the 70,000 E-types that Jaguar built would essentially set the standard for sports cars and for Jaguar itself. The droptop and

fixed-head coupe body styles would make room for a 2+2 coupe, two major revisions would follow, and the overhead-camshaft straight-six would give way to an overhead-camshaft V-12, but the E-type would remain desirable even after production ended in 1974. It continued to win races and championships into the late 1970s, it's topped countless lists of the most beautiful or significant cars of all time, it's earned accolades from Jeremy Clarkson and Enzo Ferrari, and it has even appeared as the most British car that ever Britisher with Austin Powers at the wheel and the Union Jack slathered all over it.

Little surprise, then, that British car publication Classic and Sports Car Magazine [bestowed the title of best British car ever](#), unveiling the selection at the magazine's debut car show in London late last month. [Other cars in the running](#) for the magazine's competition included the Austin Seven, the Bentley Speed Six, the Ford GT40, the Jaguar XKSS, the Lotus Seven, the McLaren F1, the Mini Cooper S, the Range Rover, and the Rolls-Royce Silver Ghost.

Much to various Hemmings editors' chagrin, the poll did not include any Rover automobiles, Triumph TRs, the Morgan Three-Wheeler, or the Vauxhall Chevette.

Microcars remind AACA Museum visitors, "It's a Small World"

Hemmings Daily - Kurt Ernst

Though primarily a European and Japanese niche, microcars have an enduring appeal, even in the United States. How else would one explain the popularity of these cars at auction, or when featured in special displays by automotive museums from coast to coast? On November 22, the Antique Automobile Club of America ("AACA") Museum in Hershey, Pennsylvania, will open a new exhibit featuring roughly 20 compact, mini and microcars from around the world, entitled It's a



1937 Fiat Topolino. Photos courtesy AACA Museum. Small World.

In Europe, the need for inexpensive family transportation gave way to the rise of microcars in the postwar years. Messerschmitt, banned from manufacturing aircraft, turned instead to producing a three-wheel enclosed scooter called the Kabinenroller (Cabin scooter), which entered production in the early 1950s.

BMW, also in search of a way to rebuild itself in the postwar years, licensed the Isetta microcar from Italian company Iso SpA, and by re-engineering its drivetrain turned it into the best-selling single-cylinder automobile in the world, with nearly 162,000 units produced. To say that the simple Isetta saved BMW from extinction is no exaggeration.



1939 American Bantam Model 60 standard coupe.

In Japan, microcars were also seen as desirable transportation in the postwar years, and a few even made it to these shores. The Subaru 360, imported here by a budding automotive entrepreneur named Malcolm Bricklin, enjoyed a brief bit of success among frugal American buyers, but the car's attractive price and stellar fuel economy were soon forgotten when Consumer Reports branded it with a rating of "Not Acceptable." The Honda N600 fared better on these shores,

gradually evolving into a larger, compact car that's still on the market today—the Honda Civic.

Diminutive cars weren't just a postwar phenomenon. Fiat's original 500, nicknamed "Topolino," or "little mouse," debuted in 1937 and remained in production until 1955, with over a half million examples constructed. The car's successor, the Fiat 600, would even spur a variant known as the Fiat Jolly, constructed by Ghia and fitted with wicker seats and a removable canvas canopy. Designed for yacht owners, since its light weight made it easy to load and offload, the Jolly also saw use as a hotel shuttle and estate transport.

Prewar Americans had microcar options as well, including the 1916 Woods Mobilette cyclecar. In 1929, the American Austin Car Company began producing licensed variants of the British Austin Seven, though this venture ran out of money by 1934. A year later, American Bantam emerged from the ashes of the American Austin Car Company, and it resumed producing passenger vehicles in 1937.



By 1941, the company shifted direction to the war effort, designing a light reconnaissance vehicle (the "Blitz Buggy," which evolved into the BRC 40) that would eventually become known as the Jeep. Despite its pioneering efforts, American Bantam was seen as incapable of producing the quantity of vehicles needed, so instead it was given the order to build cargo trailers to be towed behind Jeeps built by Ford and Willys.

As American Bantam and the American Austin Car Company learned, microcars were a tough sell to U.S. consumers. Affordable and fuel-sipping compacts, on the other hand, began to enjoy reasonable success in the postwar years as American families expanded from one car to two. Volkswagen's Beetle taught generations of Americans the three-pedal shuffle, while later cars like the Chevy

Chevette gave those with a preference towards buying American an alternative to the imports.



Fiat Jolly.

Vehicles confirmed for the It's a Small World exhibit include a 1963 Volkswagen Beetle; a Nash Metropolitan; a 1947 Crosley pickup; a Fiat 600D Jolly; a 1937 Fiat Topolino; a Messerschmitt Kabinenroller; a BMW Isetta 300; a BMW Isetta 600; a 1976 Chevrolet Chevette; a Subaru 360 Young Sport; a 1967 NSU Sport Prinz; a 1976 Citicar electric car; a DAF; a Goggomobile; a 1985 Harley-Davidson Tri Hawk trike; a 1959 Autobianchi Bianchina; a 1979 Zastava; a 1939 American Bantam Model 60 coupe; a 1916 Woods Mobilette; and a 1938 MG.

It's a Small World is scheduled to run from November 22, 2015, through April 22, 2016. For more information, visit AACAMuseum.org.

Can Anyone Solve the Mystery?



My name is Lennard Luiten. Two years ago I bought a 1980 triumph spitfire 1500 from erepairables.com. I picket it up in North Carolina, I live in Mobile Alabama. The car had a electrical fire and the hood paint as well as all the wiring where trashed. I have since repainted the car and restored the wiring. I was inquiring because this car was registered to your club and I was wandering if you had any records of who might have originally owned this car. I would love to get in contact with them to get more history on the car as well as to inquire on a couple of missing pieces. The car has upgraded weber carburetors and has an electronic fuel pump. Any leads are welcome.

Thanks
Lennard
Luitenlennard.luiten@gmail.com



LBCarCo Tech Tips

[Our Tech Tip](#) this issues tip is from Steve Budra. Thanks Steve (\$20.00 will be credited to your LBCarCo account) Please contact us ASAP for further info.

Windshield Wiper Blade Preservation

My fair-weather LBC is only used about six months a year. As a result the windshield wipers aren't used very often, if at all. However at those times when I was caught in the rain their performance was shoddy since the rubber blades became deformed from sitting against the glass for so long. Even after replacement the new blades quickly became deformed. Of course, the wiper arms can be fully lifted during storage but the extended arms interfere with a car cover.

My solution is to use very short pieces (2" - 3" or so) of scrap tongue and grooved flooring placed under the wiper arms to keep the blades off the glass. The wiper arm fits perfectly in the groove and I cut off the tongue so the wood block sits flush against the windshield. I wrapped a little duct tape around it so it won't scratch. I used 2-1/4" wide x 3/4" thick wood but imagine you could use other widths and cut it to fit.

BMCCF Stuffs from YOU:

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Nothing this month.

BMCCF Classified Information:

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

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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
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