

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

**BMCCF Meeting**  
**March 17th**  
**Temptations**

**Eats - 6:00pm**  
**Meeting - 7:00pm**



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

Volume 18 No.3

**THE HUB**

March 2016

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:**

As you know we recently lost another club member and friend with the passing of Peter Burr. I first met Peter when Mickey and I went to his house to help him figure out what was wrong with his MGB and I immediately liked him. I will miss him.

One of the things I find most difficult about being President of the club is having to accept the loss of members and friends through their passing. I think of Dan Samuels, Dale Masters, Chip Cooper, Tom Roberson and now Peter Burr among others who are no longer with us. Their faces and voices remain with me and remind me how important it is that we cherish the time we have together and recognize how fortunate we are to have a club such as ours. We are more than a club and while we each know some better than others there is a connection that runs throughout our membership. We are there for each other despite the passage of time or distance. May it ever be so.



Steve

# **BMCCF - MINUTES**

**February 18, 20116**

**Temptations Everyday Gourmet  
AKA BMCCF Club House**

Meeting was called to order at 7:05 PM by President Steve Donatone.

51 people were in attendance. This is a huge number of club members for a meeting and we all had a ball! Come on out to a meeting if you haven't lately and enjoy, enjoy.

Steve recognized a new member, David Block and his wife Peggy, who have a 1970 Jaguar among many other cars. Welcome to the Blocks. Steve also introduced Doug Dean who lives in Albany, New York and Surf City. Doug has a Triumph motorcycle and a Norton motorcycle. Welcome also to you Doug.

The minutes of the January meeting were approved by acclimation.

Eric Robinson spoke about the drive and luncheon in Southport. Seven cars joined together for a lovely, although slightly chilly, drive. A non-club member in a new Jag drove by the restaurant and placed his car to be photographed with our group – we are a very welcoming crowd. The food prepared at the Southport Tea House was great with most ordering tea – except for our resident Brit, Eric, who ordered coffee. WHAT? In any case, a fun time.

Eric moved the discussion to the car show. Preparations are going smoothly. Pam will handle publicity in local media and will work with Dave Sorenson who was last year's media coordinator. Please consider volunteering for a task to be performed day of show - parking, raffle table, registration table. Materials for distribution will be available from Eric next week. John Moore and others will distribute at car shows they will be attending in the coming weeks.

John Moore delivered the Treasurer's report. The current balance is about \$8,200. Dues were due on February 1<sup>ST</sup>.

Caryl Finn received payment from 8 more folks at the meeting bringing the number of members who have not paid to 38. OK, you 38 families. Steve asked Charlie Schaefer to send out one more reminder to pay your dues. You can still pay the dues and Caryl will re-instate you on the Roster. Continue to enjoy the hobby, and your fellow car enthusiasts in the club.

Eric continued to discuss the car show and other events.

A big thank you to Carl and Lynn Wilson for a great kick-off party in January. The event was well attended and several cars from the Myrtle Beach club came up to spend time with us. Very, very much fun.

The pre-show party on Friday night, April 22<sup>nd</sup>, from 6 – 9 PM is at the Fox and Hound in Mayfaire. The BMCCF annual car show is April 23<sup>rd</sup> in Wrightsville Beach Park. Go to the BMCCF website for a registration form.

Eric is planning a drive/lunch to Lake Waccammaw, weather permitting, of course. Please check the calendar on the BMCCF website and this newsletter for more info on this and all events including car shows sponsored by other clubs.

John and Jacq Moore are heading once again to Shelton Vineyards for the British Car Gathering the weekend of April 16<sup>th</sup>. This is a big show with events all weekend. John stated that lodging is in short supply so book quickly if you are thinking of going. Give John a shout if you would like some guidance about lodging or if you are curious about the experience. Eric said perhaps he and Sue would go. Those attending could caravan up.

Last year we had a rare opportunity to view a hanger full of gorgeous cars in Brunswick County. That opportunity may come again this year – details to follow.

Caryl Finn talked about the Chili Cook-off coordinated by John and Joanne Foster which will be held on Friday, Feb. 26<sup>th</sup> at SeaPath Yacht Club on Wrightsville Beach. Let John know what you will bring if you want to submit your chili, gumbo or desert for judging. All are welcome whether you are submitting food or not. **Bring your own beverages – alcoholic or non-alcoholic.** Setup starts at 5 PM with tasting beginning at 6 PM. If you are so inclined, you could bring an appetizer to share. The Rusty Bumpers will play acoustic music – no electronics.

Beth Foster talked about items for the raffle at the car show. All items are welcome. The committee can combine items into baskets so no items are too small. Especially popular are gift cards from restaurants, specialty stores, etc. Items can also be used for door prizes for the pre-show party. **NEEDED:** volunteers for the raffle table for set up, selling tickets during the show and take down. Contact Beth if you can help.

Charlie Schaefer said that another garage tour/master mechanic day is being scheduled by Steve Studer and Meritte Guthrie probably for the last weekend in March. More details to follow.

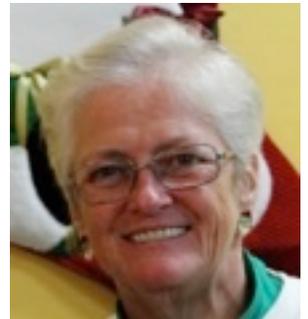
Charlie expressed thanks from Karen and Peter Burr for the cards, assistance, calls and visits. Please call Karen before you plan to visit as Peter gets tired very easily. If you do visit also keep that fact in mind and don't stay too long. Phone calls and cards are always welcome.

Lynn Wilson said the password to access the members-only portion of the website has changed and no, I am not going to put it in the minutes which are public. If you want to access the members-only portion of the website contact Lynn via the link on the website to obtain the password. Another great reason to pay your dues!

The next meeting of BMCCF is March 17<sup>th</sup>. Pam reminded folks that March 17<sup>th</sup> is St. Patrick's Day, a holiday of some import to certain people.

Steve adjourned the meeting at 7:40 PM

Respectfully submitted  
Pam McMahon  
BMCCF Secretary



## BMCCF CALENDAR OF EVENTS 2016

### MARCH

**12<sup>th</sup>**. Law Enforcement Appreciation Parade. Battleship to Shallotte. See flyer for details.

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

GOURMET 7.00 pm. **19<sup>th</sup>**. 'Lunch By The Lake' run to Dale's **Seafood** at Lake Waccamaw. Meet at the car park outside Charlie MacGrooders in Leland at 11.30 AM. See flyer for details.



## **April**

**2<sup>nd</sup>. Carolina British Classics IX. 2001** Charleston Highway, Cayce, SC. Info: [www.bccmc.com](http://www.bccmc.com)

**15- 17<sup>th</sup> Triumph Club of the Carolinas.** 'The Gathering' at Shelton Vineyards..

**17th - Monthly Club Meeting @ Temptations Everyday Gourmet 7:00 pm**

**23rd - Annual Car Show - Wrightsville Beach Park 10 am - 4 pm.**

## **MAY**

**14<sup>th</sup> - 20<sup>th</sup> Annual NCMGCC British Car Show. North Hills Shopping Center,** Raleigh. Info: (919)-949-3344, [numenno@yahoo.com](mailto:numenno@yahoo.com).  
[www.ncmgcarclub.org](http://www.ncmgcarclub.org)

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

**21<sup>st</sup>. RIMS ON THE RIVER** - Front St. in Downtown Wilmington. See flyer for details.

## **JUNE**

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

## **JULY**

**16<sup>th</sup>. HWY 17 PISTONS, PLUGS & SHOCKS CAR SHOW @** Poplar Grove Plantation Info: 910-686-9518 [www.poplargrove.org](http://www.poplargrove.org) for registration form. See 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.



**18<sup>th</sup>.  
Annual  
Car  
Show  
2016**



**“SPRINGTIME FOR BRITS”**

**Classic Cars – Raffles – Food – Music**

**Wrightsville Beach Park April 23<sup>rd</sup>. 10 am - 4 pm.**

**More information at: [www.bmccf.org](http://www.bmccf.org)**

**Invitation from British Car Club - Midlands Centre**

Please join us for the 10th anniversary of the British Car Club Midlands Centre car show, Carolina British Classics X, April 2, 2016 at the historic Columbia Speedway in Cayce. This year we will again be merging our event with the popular Tartan Day South Festival at the Columbia Speedway, a historic “vintage” track from the early days of NASCAR racing. There will be many interesting and entertaining diversions throughout the day and a variety of merchandise and food vendors.

As always this is a charity event with a portion of the proceeds going to Palmetto Lifeline, a premier no kill animal shelter located on Bower Parkway in Columbia.

Attached please find a letter of introduction, a registration form, a schedule of events and a promo letter about the new Rambling of the Tartans Rally Drive scheduled for Friday.

*44<sup>th</sup> Annual*  
**Cape Fear Chapter – AACA**  
*Antique Automobile Show*  
**Wilmington, NC**



**Saturday, March 5, 2016**



- Show will be held at Independence Mall, 3500 Oleander Drive, Wilmington NC
- Registration 9:00-11:30AM - Judging begins at 12:00 noon - Awards presentation scheduled for 3:00PM
- Open to all AACA classes and Special Interest vehicles, 25 years and older (1991).
- Trophies will be awarded for 1<sup>st</sup> Place, 2<sup>nd</sup> Place, Driver Participation Class (DPC), and Historical Preservation of Original Features (HPOF)
- Dash Plaques to the first 100 registered.
- **All entries must have a U/L approved fire extinguisher to enter the show.**
- Hospitality tent for registered participants, door prizes, and 50/50 Cash drawing. A variety of shops and restaurants within easy walking distance of the show.

For more information: [capefear.aaca.com/](http://capefear.aaca.com/)  
 Ashby Armistead (910) 612-0470 ([trashbya@aim.com](mailto:trashbya@aim.com))  
 Matt Hinson (910) 471-0797 ([matthew.c.hinson@gmail.com](mailto:matthew.c.hinson@gmail.com))

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Pre-Registration – Deadline Saturday, February, 27th	\$15.00 per vehicle
Show Day (9:00-11:30 AM)	\$20.00 per vehicle

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

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

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

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ AACA Class \_\_\_\_\_

Please check appropriate block:     My car is Original    OR     My Car is Modified

I understand and agree that I will not hold the Cape Fear Chapter of the NC Region AACA or any of its sponsors responsible for any damages, thefts, or liabilities incurred during this event.

Signature \_\_\_\_\_

Make Checks Payable To: **Cape Fear Chapter-AACA**  
 Please Mail To Chapter Treasurer: **Matt Hinson, 718 Woodlawn Avenue, Wilmington, NC 28401**

# Carolina British Classics X



**April 2, 2016**

Exit 115 on I-26, 2001 Charleston Highway, Cayce 29170

***Columbia Speedway***

The Speedway is an historic “vintage” track from the early days of NASCAR racing. This year we will again be merging our event with the popular **Tartan Day South Festival**. There will be lots of interesting and entertaining diversions throughout the day and a variety of merchandise and food vendors.

**Registration form must be completed and properly signed by driver and passengers.**

**Parking for show from 8:30 am to 11 am April 2, 2015**

A portion of the proceeds to benefit this year’s charity:

**Pawmetto Lifeline (No Kill Animal Shelter)**

## **Marque Classes**

- |  |  |
|--|--|
| 01 – Austin Healey 100 series              | 19 – MGC Roadster and GT               |
| 02 – Austin Healey 3000 (side curtains)    | 20 – Mini Cooper-Classic (pre-2000)    |
| 03 – Austin Healey 3000 (roll up windows)  | 21 – Mini Cooper (post-2000)           |
| 04 – Austin Healey Sprite (Bugeye)         | 22 – Morgan                            |
| 05 – Austin Healey Sprite – Sq body/Midget | 23 – Rover                             |
| 06 – Austin/Morris/Riley/MG Magnet         | 24 – Rolls Royce/Bentley               |
| 07 – Jaguar XK-120/140/150 & earlier       | 25 – Sunbeam Alpine                    |
| 08 – Jaguar E-type Roadster/Coupe/2+2      | 26 – Sunbeam Tiger                     |
| 09 Jaguar Sedans/Coupes pre 1969           | 27 – Sunbeam (other)                   |
| 10 – Jaguar XL6/XJ12/XJ8                   | 28 – Triumph TR2/3                     |
| 11 – Jaguar XJS Coupe/Roadster             | 29 – Triumph TR4/250                   |
| 12 – Jaguar XK8/XKR/Roadster/Coupe         | 30 – Triumph TR6                       |
| 13 – Lotus                                 | 31 – Triumph TR7/8                     |
| 14 – MG T-Series (TA,B,C,D,F)              | 32 – Triumph Spitfire                  |
| 15 – MGA Roadster/Coupe                    | 33 – Triumph (other)                   |
| 16 – MGB Roadster (chrome bumper)          | 34 – Aston Martin                      |
| 17 – MGB Roadster (rubber bumper)          | 35 – Special Interest (incl. modified) |
| 18 – MGBGT (all years)                     | 36 – British Motorcycles               |

**(\$30 pre-registered & post marked by March 18, 2016; \$35 after March 18<sup>th</sup>, 2016)**

Pre-registration also entitles you to the British Car Club Midland Centre Reception and Tartan Day South festivities taking place at the Columbia Speedway Friday night, April 1<sup>st</sup>.

**Questions – Contact Barto Lehman at [bartolehman@netscape.net](mailto:bartolehman@netscape.net)**

# Peter the Burr

## Editor's Homage to a Dear Friend

February 23rd, 1945

February 21st, 1946

These two dates go hand in hand. You see, I believe Peter and Karen are actually clones with different plumbing. Look at them they could pass as twins. You can not pay tribute to Peter without including his best friend and soul mate - Karen. They were two peas in a pod (as they say) and both love life to the fullest. "Love of Life & Love of Friendships" - that is their mantra. All substance and form, well it is not all that important. Riding a bike is more important than cutting the grass, having a Boombalatti's Ice Cream trumps mopping the floor, having good friends at the house beats watching TV. Get the picture - life is about having friends not acquaintances. It's not "he with the most toys wins", but it's he with the "strongest friendships has the fullest life". That is our Burrs.



We all know what Pete loved, he loved tinkering on all kinds of things - fixing, creating, modifying, changing, all that good stuff. Cars, boats, houses, rooms, motorcycles, woodworking, shooting, fishing, food, adult beverages - he loved the State of Kentucky for some reason, politics, economics, the list goes on and on.

Best not to get on a topic Pete feels strongly about, unless you consumed copious amounts of something with fire breathing alcohol. I think either way your head will hurt really hard afterwards. All in good fun and never taken too seriously. It wasn't about you, but about your position that counted.

Peter never complained about his devastating situation, never once. He did stress having difficulty breathing and always being exhausted, but these were actually statements of his condition, not complaining. He wanted you to enjoy your life and he never wanted to be a burden to anyone, especially willing Karen. Pete could not bear seeing others having to care for him. He loved life too much and wanted his friends to live their life to their fullest. Abby, his beautiful daughter, made a very profound statement in our car ride from the airport. Dad never wanted to be a burden to anyone and maybe he willed himself to pass quietly.

That is so consistence with the type of person Peter was.

We'll never know, until we ourselves pass; what the afterlife is all about, but if I could see Peter he's talking car stuff with his buddies that preceded him. Having wicked good bourbon with - "I love the taste" **Tom Roberson**, maybe a little J&B scotch with **Chip Cooper** from his traveling flask, chatting about the pounding down days with **Dandy Dan Samuel** and of course hearing **Dale Masters** continuing to fine tune his British Motor Car songs.

## "PETE WE LOVE YOU"



" Boys will be Boys "  
Petey loved to do that...

## **Steve Jobs Before He Passed**

**Pretty awesome observation from Steve Jobs in his final days.**

**Wise words....**

**Thoughts of Steve Jobs -**

**I have come to the pinnacle of success in business. In the eyes of others, my life has been the symbol of success. However, apart from work, I have little joy.**

**Finally, my wealth is simply a fact to which I am accustomed. At this time, lying on the hospital bed and remembering all my life, I realize that all the accolades and riches of which I was once so proud, have become insignificant with my imminent death. In the dark, when I look at green lights, of the equipment for artificial respiration and feel the buzz of their mechanical sounds, I can feel the breath of my approaching death looming over me.**

**Only now do I understand that once you accumulate enough money for the rest of your life, you have to pursue objectives that are not related to wealth. It should be something more important: For example, stories of love, art, dreams of my childhood. No, stop pursuing wealth, it can only make a person into a twisted being, just like me.**

**God has made us one way, we can feel the love in the heart of each of us, and not illusions built by fame or money, like I made in my life, I cannot take them with me. I can only take with me the memories that were strengthened by love. This is the true wealth that will follow you; will accompany you, he will give strength and light to go ahead.**

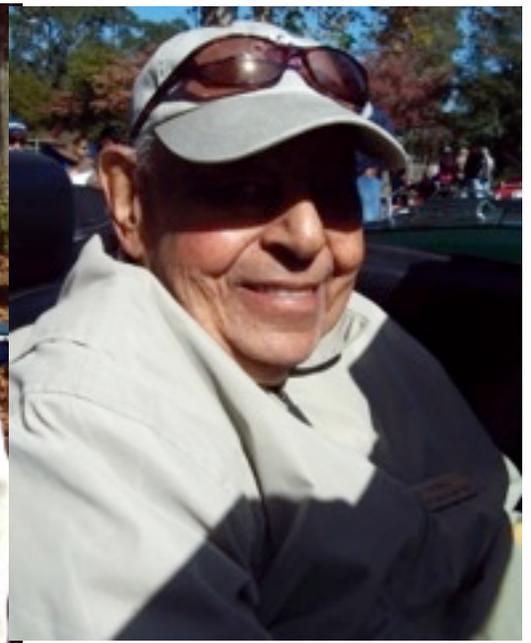
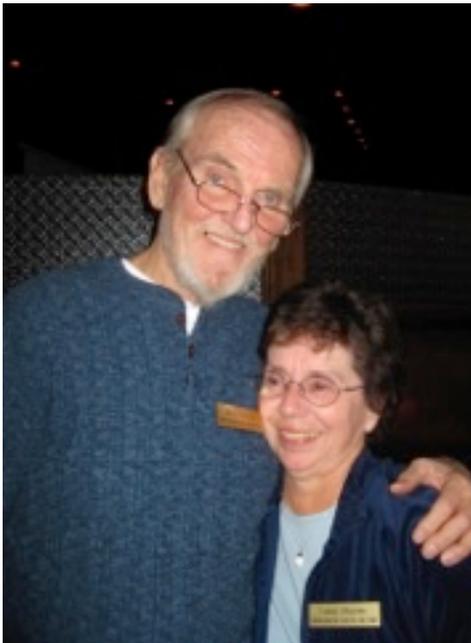
**Love can travel thousands of miles and so life has no limits. Move to where you want to go. Strive to reach the goals you want to achieve. Everything is in your heart and in your hands.**

**What is the world's most expensive bed? The hospital bed. You, if you have money, you can hire someone to drive your car, but you cannot hire someone to take your illness that is killing you. Material things lost can be found. But one thing you can never find when you lose: life. Whatever stage of life where we are right now, at the end we will have to face the day when the curtain falls.**

**Please treasure your family love, love for your spouse, love for your friends... Treat everyone well and stay friendly with your neighbors.**

**We have have lost members/friends - these words are so precious -  
(Editorial Staff)**

## **Missed but Never Forgotten**



# Southport Tea House Ride

By Caryl Finn

Seven cars made the chilly trek to the Southport Tea House Restaurant on Valentine's Day. Eric and Susan arranged the event for the Masseys, Karichers, Murdens, Finns, Moores and their daughter Kathy and husband Greg driving her beautifully restored MGB. We parked the cars in front of the cottage for optimum roadside viewing and entered a cute little restaurant with a patchwork of china, linens and fine teas and their interesting paraphernalia including the choice of hourglass to determine how long one should let the tea steep. The brunch menu included a yogurt/ granola/fruit compote starter, a quiche or eggs benedict choice of entrée and the sumptuous dessert loaded with chocolate for some, lemon and raspberry cheesecake for others. Keeping in Valentine custom, the dessert was a shared course between each couple. The owner and charming wait staff brought us each a flute of champagne and the women each received two long-stemmed red roses. (How romantic is that!)

When we went out to the cars for the required photo-op, we were delighted to find real Brits admiring our fleet! They just had to stop and quell the longing for their homeland. One even went home and returned in his Jag F-type to feel a part of it all.

Valentine's Day was blustery and cold, but the lovely setting, delicious refreshments and camaraderie at the Southport Tea House Restaurant warmed us all.





**Editors Note** - Everyone loved their Tea experience. What did our British Host, Event Planner Extraordinary order -

**“COFFEE”**

**Eric the Robinson**

**Go Figure !!!**



# Update on BMCCF Shop Tours

Our objective is have a member host a tour every month, so far it has been a major success for the Club. Our hosts enjoy sharing their individual knowledge and we get a chance to enter into someone's passion. A win-win for all. Our tours were and will be:



- **December** - BMCCF's editor reviving his sleeping beauty and gave a talk on how best to store your metal love and how to bring her back from near dead.

- **January - Professor John Williamson** spent about three interesting hours going over electricity - AC / DC. He even touched upon some nuclear facts on a submarine. The three hours went by very quickly and everyone learned more than you can imagine. Professor John answered our many questions to everyone's delight. Followed by lunch.



- **February - Professor John** is doing part two of electricity that he could not cover in the first class. He actually has the ability to make it simple and understandable in laymen's terms. Followed by lunch.

- **Part Two from Professor John** - I finally got around to taking a few pictures of the electrical training/troubleshooting lab that I made for our electrical theory class. It is about two feet tall and six foot wide, weighs about 15 pounds without the battery. It consists of a 12VDC electrical system which is connected to an old car battery for power, with the following items connected to it; fuse box, various lights, switches, hazard/turn signal flasher circuit, horn with relay circuit, motors and a blower. We had a DC voltage meter and ammeter connected as well. All components used were old components that I had replaced over the years, most from the MGB. I need to find a place to keep this so that we can all use it



in the future, personally I think it would look great hanging on the wall in your shop. Attached are the 4 pictures of the lab. Do you want to put the Basic Electrical Theory doc that I made up earlier to put on the web site? If desired I can send that to you as well, let me know.

There were a few of you guys that were not able to attend the troubleshooting class portion, would it be worth doing a repeat session? It would only be a few folks. If we don't find a home for the lab I'll be taking it all apart.

- **March - Meritte Guthrie and Steve Studer** decided that **Saturday, March 26th**, will be best time for our garage tour. We will start 9am at my garage (253 High Tide Dr.). Coffee and donuts will be available as I share my 1965 Austin Healy project with the group. Hopefully, it will inspire others or " maybe not " to add a similar project to their bucket list. We will then go down the street to Steve Studers garage. He will have two completed projects to show the group, a 1962 corvette and a fiberglass MGTD. His new project is a single seat dirt race car that he is converting to be street legal. Steve is an expert in welding and will show the group techniques in welding. Around 12pm, we will go to the Crab Shack restaurant, next to the plantation house, for lunch. We need a head count from everyone for lunch and how many donuts to have on hand. My email is [guthriekh@gmail.com](mailto:guthriekh@gmail.com).

**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.**

**Opportunity for Members from Professor John** - know that this may initially appear as a commercial and should not be in our Car Club newsletter, but please indulge me for just a moment.

Many of you have asked me gardening questions, or about the Brunswick County Master Gardener program. We (BCMG's) now have a great website (<http://bcmastergardenerva.org/>); and are now offering many new programs, some of which you may be interested in (not all programs are restricted to B.C. residents), we also have some great plant sales, many educational programs such as a "Day in the Yard" (kind of a reader's digest version of the Master Gardener program (only 6, 3 hour classes)) and the most useful program (called the "Hot Line") which can be accessed by calling Brunswick Co. 910-253-2610

and you will be speaking directly with a Master Gardener to help solve those soil/plant/gardening/insect/disease type issues. I encourage you to view and use the information available and possibly get into a class, you never know who might be at the other end of the phone or teaching a class.

BC Master Gardener 2016 COMMUNITY EVENTS flyer <http://bcmastergardener.org/wp-content/uploads/2016/01/BCMGVA-2016-Calendar-12716.pdf>

Tri-Fold <http://bcmastergardener.org/wp-content/uploads/2016/01/2016-BCMGVA-Calendar-of-Events-tri-fold-ak24.pdf>

For those of you somewhat new to the area, be sure and check out the “Newcomers Packet” (everything you need to know about which plants will grow here) <https://brunswick.ces.ncsu.edu/wp-content/uploads/2012/08/Newcomer-Packet.pdf?pwd=no>

Similar programs are also available in both New Hanover and Pender Counties by contacting your local Cooperative Extension center, for New Hanover Co. 910-798-7660 and Pender Co. 910-259-1235. For more information please contact me.

Professor John Williamson  
9844 Sturgeon Dr.  
Leland NC, 28451  
910-371-3222 [johnwilliamson@ec.rr.com](mailto:johnwilliamson@ec.rr.com)



# GEORGE CHILBERG: VINTAGE RACER

*By Len Emanuelson Sent to us by Pete Chilberg  
BMCCF Member & son of Racer.*

George Chilberg couldn't help but be a car enthusiast. As he was growing up in Pasadena, California, his grandfather—who owned a Packard dealership—planted the seed. It's hard to ride around in cars as grand as the Packards of the '30s without being permanently influenced by them. His father had a profound effect as well. While George's dad was attending Cal Tech, hot rodding was taking hold of Southern California. He had a souped-up, stripped-down Model T roadster that he street-raced as often as possible. It was this exposure to a wide variety of automotive experiences that would shape George's enthusiasm for the next 60 years.



*The MG 1100cc inline six-cylinder gets fed boost from a front-mounted supercharger. An intake tube travels back to the engine, pressurizing the three-port intake manifold.*

In my 30-plus years as an automotive journalist I've met a lot of car crazies, but none like George Chilberg. Why? In my opinion, George is the true essence of a car guy. To begin with, he describes his rambling three-acre ranch in Bonsai, California, as a garage with an attached house. At 73 years young, he is chomping at the bit to race his vintage cars any place, any time. Road course, paved speedway, dirt oval, Bonneville, dry lakes, or hill climb—bring it on! Last year he hit the road with his 1934 MG L-Type, racing at Buttonwillow, Laguna Seca, Lime Rock, Watkins Glen, and Del Coronado. Most racers in George's position would have pulled that one off with a full pit crew in an enclosed

semi truck. Instead, he loaded up his trailer and dually by himself, crawled behind the wheel, and struck out for Watkins Glen, arriving 3 ½ days later.



*George has owned the '50 Allard J2 for many years. He vintage raced it for a few years, and has decided to sell it less engine. The car needs a full restoration.*

There are many other traits that set George apart from typical collectors and vintage racers. Although he is a British car fan at heart, his collection of vintage cars is very eclectic. Aside from his five ultra-rare British cars, he owns and races a bunch of pre- and post-war Sprint cars, and has a very traditional '32 Ford roadster hot rod. (More on his collection later.) What determines much of what he owns and drives is his love of rare and exotic engines. He's a gearhead in the finest sense of the term. There's a sweet-running Ardun-converted flathead in his J2 Allard, a rare (one of six) Miller Indy engine in one of his pre-war sprinters, and a Cunningham-style Chrysler Hemi lurking in a British hand-built two-seat roadster. Heck, there are engines everywhere you look...he even has three engines on display in his study.

As anyone who has raced knows, maintaining a racecar is a lot of work, especially when dealing with fragile vintage cars. George does his own maintenance—all but the heavy fabrication and engine building. He has a well-equipped workshop with a lathe, mill, and virtually everything else needed to keep his cars running strong. What I really like about George is his attitude towards his cars: they look great, but they are by no means prepped for concours judging. He doesn't pamper them or worry about dings or imperfections. They are used as they were intended—as everyday road cars and all-out racecars. In fact, it's not unusual to run across an oil pan punctured by connecting rods that came loose at 6,000 rpm, or Model A transmissions that couldn't handle the torque of one of his modified Flatheads. He crashed his prized Rex Mays Sprint Car when it back-flipped off the mountain while competing in a hill climb. Because the car was raced before roll bars were required, the sturdy gas tank in the tail was all that kept George from being seriously injured.

George's affection for British cars began when he purchased a 3-Litre Bentley while stationed in the Air Force in England. His innate ability to "wheel and deal" surfaced

when he traded the 3-Litre for an 8-Litre Bentley, then a 4¼ Bentley, and finally a V-12 Lagonda Rapide. He learned early on that to successfully trade in these cars required certain disciplines, like knowing everything there is to know about the vehicles you are interested in—including where they are at all times, who owns them, and how to get in touch with the current owners. George has huge files on individual cars filled with their history and correspondence to current and previous owners. Has this diligence paid off? Well, considering that George has paid literally pennies on the dollar for many of the rare and expensive vehicles in his collection, we'd say it has. Let's take a look at what he's got.



*George poses with the bulk of his British car collection. Besides the MG Type-L, he has a J2 Allard, Lagonda LG 45 Rapide, and a Bentley Continental R-Type.*

The current car that George is most well known for in the vintage racing community is his 1934 MG L-Type K3 recreation. It was built by Len Bull in the '60s using an L-type frame and N-type axles. The rear uses a standard N live axle, and the brakes are cable-operated mechanical brakes. The car is powered by an MG 1100cc SOHC six-cylinder engine with a front-mounted Volume-Ex supercharger and a huge Solex carb sticking through the grille shell. There were approximately 23 K3s built for racing; all but one were two-seater bodies for sports car racing.

George has driven the wheels off his single-seater and was presented the MGVR Spirit Award two years ago at the annual Focus Event weekend at Virginia International Raceway's Gold Cup vintage race. More than 70 MGs showed up for the event. The winner of the Spirit Award is selected by a vote of all MG racers at the event. They select the MG driver that best embodies the spirit of MG vintage racing.

Another British car that George raced for a period of time is his 1950 Allard J2. He purchased it out of *Auto Trader* in the '80s. It came with the 24-stud Flathead Ford

engine that was standard equipment in most J2s. (Many of the 90 J2s built were shipped to the U.S. without engines, and their new owners installed OHV Cadillacs, Nailhead Buicks, and Chrysler Hemis.) Allard fans consider the ultimate powerplant to be a Ford Flathead fitted with an Ardun OHV conversion designed by Zora Duntov. This engine package was light, made excellent power, and the torque didn't overpower the chassis like the bigger domestic V8s did. So George built an Ardun with four Stromberg carbs and swapped it into the Allard, retaining the three-speed Ford gearbox. The car is in bare aluminum and needs a full restoration, but George is looking to sell the car (less Ardun) because he has too many projects in the works.



*Another favorite road car of George's is this '37 Lagonda LG45 Rapide, one of only 25 ever built. The side exhaust and boat tail rear lend a Cord-like flavor.*

One of the prettiest and most rare cars in George's collection is his 1937 LG45 Lagonda Rapide. Lagonda was actually founded by American Wilbur Gunn in 1899. He set up a small manufacturing facility in Staines, England, where he produced Lagonda automobiles until it was sold to Aston-Martin in the late '40s. Lagonda quickly built a reputation as a world-class sports car by winning Le Mans in 1935. George's LG45 is the last of only 25 built. It is a magnificent open touring car with classic front-end styling and a boat tail rear. George likes driving the open-air Rapide with its torquey 4.5L engine and plans on spending more time driving his road cars and less time racing this year.

George is still a Bentley guy at heart, and his favorite car in the garage is the 1952 Bentley R-Type Continental. He considers it the ultimate collectible Bentley. He loves the fastback lines of the alloy body and the fact that it was the fastest production four-seater built in 1952. Thanks to a slightly hot-rodded Rolls-Royce engine, it would top out around 120 mph faster than the production tires were rated for at the time. After years of looking, George found the R-Type advertised in the *L.A. Times*. It turned out to be number eight of the 208 R-Type Continentals built between 1952 and 1954. It holds the distinction of being the first left-hand drive model ever built. George has been a member of the Bentley Drivers Club for more than 50 years. The R-Type Continental is certainly a fast and comfortable way to attend club meetings and events.



*The Challenger is one of George's latest projects. It has quite a history. The alloy body was built by Brit Paul Emory and the engine will be an early Chrysler Hemi.*

One of the most interesting vehicles George is working on is the Challenger. It is an offshoot of the Challenge, a single-seater road-race car built by Brit Reg Parnell in '38 or '39. Parnell built the car to run against the Mercedes and Audis in the lower formula. The Challenge was designed for an engine that was never built, a large-displacement DOHC six-cylinder MG. Instead, it was run with an ERA engine before the war and a roller bearing DeLage engine after the war.

The car was never successful and was purchased by fellow Brit Paul Emory, who installed a V-12 Lagonda engine and gearbox and a two-seater alloy body of his own design. Emory outfitted the car with four large fuel tanks, which leads George to believe that Emory intended to race it at Le Mans. It was unsuccessful as a sports racer too, so it changed hands a number of times. A U.S. Army captain brought it to the States sometime in the '50s, and it eventually ended up in a salvage yard in Arizona. Someone who saw the car knew that George Chilberg was a Lagonda expert, and put the car and George together. George purchased the car for a small sum of money and put it away for a few years. Finally, he was contacted by Dean Butler from the U.K., who told George that some Brits wanted to restore the Challenge because there were so few British single-seat racecars built in that era. All that Butler wanted was the engine and chassis, so George struck a deal to keep the body and trade the engine and chassis for the MG L-Type he now owns and races. (Pretty shrewd horse-trading.)

So now George is reconstructing a two-seater road car with the Emory-built alloy body that he mounted to a '49 Ford frame he located that has a fully independent rear suspension. The wheelbase has been stretched to 102 inches, and the frame's width is nearly a perfect fit for the body. A beautifully turned-out 354cid Chrysler Hemi with multiple era-correct Carter carbs will provide the power, backed up by a modern four-speed transmission. It will certainly be a one-of-a-kind conversation piece with a lot of British car heritage.

Besides the Challenger, George has a vintage Sprint car under construction. George lives with his beautiful wife Janet of 44 years and his faithful Great Dane Lucy. He stays in racing shape by swimming 50 laps in his pool every day. More important, he has the energy and drive of a 40-year-old. Good thing: Maintaining close to 15 cars is no small feat, but it has its rewards. One of George's proudest moments was receiving the Rolex Cup award at the 2004 Monterey Histories at Laguna Seca.

**From Pete Chilberg - Looking for storage to ship car from California:**

**Please keep it in mind if you know of anyone that might be willing to rental me a space where I could keep one of these cars until I can work out a more permanent solution.**

**Pete Chilberg  
910-431-6497**

**Below is Compliments of George Czerw**



# Is an old car automatically a classic car?

Sent to us by John Foster

## ***Wilmington man disputes ruling from county tax office***

Wilmington resident Ned Pitts's 1988 Volvo wagon has cosmetic and operations issues, and is only used for transporting things, but it is still valued as a "classic" car by the New Hanover County Tax Office each year. HUNTER INGRAM/STARNEWS



### **Facts:**

#### **Antique vehicles**

In New Hanover County vehicles are classified as antique when they hit 25 years old. Here are the number of cars with that distinction for the county and the state as a whole, according to the N.C. Department of Motor Vehicles. The figures include ambulance, bus, station wagon, truck, Jeep, limo, hearse, two-door and four-door vehicles.

Year New Hanover N.C.

2005 118 5,052

2010 445 8,736

2015 543 14,003

**UPDATE:** Jeff Niebauer with the Brunswick County Tax Office said they do assess cars as classic at 25 years, but don't increase the value until drivers are sent a survey letter notifying them of the impending change and ask them to report the condition of the car. Tax workers also assess each vehicle prior to the reclassification, Niebauer said.

Popping up just as he finishes priming the last outbreak, the corrosive pest is just one way his 1988 Volvo 740 GLE Wagon is showing its age.

On other fronts, Pitts is battling peeling paint running down each side of this car, cracks in the dashboard, a faulty cruise control, a few gauges on their last leg and blemishes to a once mono-colored hood.

Even with its age spots growing more apparent every year, Pitts' durable 28-year-old wagon is classified as an classic car by the New Hanover County Tax Office at the start of each year -- raising its value and his taxes accordingly. In 2015, 543 private-use cars registered in New Hanover County were valued as antique, according to the N.C. Department of Motor Vehicles (DMV).

Pitts believes the county doesn't have the authority to automatically apply the classification, but the county tax office and the state Department of Revenue said it's not the age that matters, but the value.

### **Dueling definitions**

Pitts, however, said he has done his homework. He's dug through the N.C. General Assembly statutes looking to find the exact place where the state gives counties the authority to not only deem a car classic at 25, but also the authority to automatically ascribe it to all applicable cars without notice.

Pitts said he has yet to find such language.

"If the General Assembly wanted counties to have that authority, they would have written it into the motor vehicle tax law," he said.

In response to a request for clarification, DMV spokeswoman Marge Howell points to a vehicle classification statute to explain the department's definition that a car is classic after 35 years.

New Hanover County Tax Administrator Roger Kelley, however, cites a different definition his office uses for the classifications under a separate statute covering the sale of antique vehicles.

That statute states that the classification of antique motor vehicles "shall mean any motor vehicle for private use manufactured at least 25 years prior to the current model year." Using that statute, New Hanover County cars are valued according to data from Raleigh-based TEC Data Systems Inc., which annually updates valuations based on make, model and mileage.

"We have to appraise it at the market value, so why not do it at the 25-year mark," Kelley said, noting that it is automatic for all cars so "nothing falls through the cracks."

The N.C. Department of Revenue backs up the county's stance, shifting the significance of a car's age to its value.

"The real issue is what is the market value of a vehicle is," said agency spokesman Trevor Johnson. "Some 25-year-old vehicles have increased in value and are classics, while others may just be old. It depends on the make, model, supply and demand, as well as mileage and condition of the vehicle."

## **Value rises**

The impact of the classifications can be significant for car owners.

In 2012, Pitts' Volvo was valued at \$710, leading to \$12.13 in taxes, according to tax records Pitts provided. In 2013, however, the year the car celebrated its 25th birthday, the appraised value was elevated to \$9,450, with taxes rising to \$105.07 -- more than nine times the previous year.

In the previous 365 days, Pitts said he had done no restorations to the car -- nor did anyone appraise it in person before upping its value. It was not what he would consider an antique car by any means.

So he drove the car -- rust spots and all -- to the tax office to file an appeal, which is offered to anyone wanting to contest the classification and adjusted value based on their individual car's condition.

Johnson said all models are given "general" valuations by tax offices, but any outliers to those conditions have the opportunity to appeal.

Kelly said drivers can simply contact the tax office to set up an appointment for appraisal. At that time, the agent will either come to the car or it can be brought to the tax office for a visual appraisal. With that information, the value can be lowered to reflect the individual car and its condition.

The value resets each year and must be appealed as such.

## **Continuing the journey**

Kelley said he's proposed a compromise to address concerns from drivers like Pitts. He said starting with June bills, his office will likely send out notifications to residents whose cars will be automatically reclassified as antiques. The letter will ask them to report the car's condition, mileage and

other characteristics in what he calls an attempt to "try and get this resolved before the bills are even sent out."

Hopefully, it will alleviate the ongoing hassle for Pitts. Earlier this month, he appealed his second car -- a 1991 Volvo -- ascribed the "classic" status. The taxes were adjusted down nearly \$68 from the yearly statement mere hours after the appraisal.

With two more cars headed for quarter-century values in the coming years, Pitts has plans to take his concerns to Raleigh to talk with legislators about the classification and the authorities given to county tax offices.

It remains to be seen, however, if he'll entrust his "vintage" Volvo with the journey up Interstate 40.

Contact Hunter Ingram at 910-343-2327 or [Hunter.Ingram@StarNewsOnline.com](mailto:Hunter.Ingram@StarNewsOnline.com).

## **Bias Ply Or Radial Tires?**

What's the Right Choice for Your Collector Vehicle?

Sponsored By: Cocker Tire

It's a decision that every collector vehicle enthusiast faces at some point in his or her life. Do you want the period correct look and feel of a bias ply tire, or do you want the comfort and reliability of a modern radial? Both types of tire construction have pros and cons in the collector vehicle world, but it's important to be educated on the matter before spending money on a set of tires.

Modern blackwall radials to fit 14- and 15-inch wheels are still readily available at most local tire stores, but they just don't have the correct look. Although modern radials from your local tire shop are safe and provide an adequate ride quality, they certainly don't add to a collector vehicle's authenticity like a set of specialty tires. You have the decision of bias ply or radial, and of course the all-important decision of whitewall, redline, white letter or blackwall, so choose carefully and hit the road with confidence.

### **Bias Ply Tires**

The specialty tire market has typically been divided into two segments—bias ply and radial. The term "bias ply" refers to the internal construction of the tire. In a bias ply tire, the cords (plies) run at a 45-degree angle from bead to bead. This

diagonal pattern is criss-crossed with each layer of ply cord, and creates a very rigid structure. In the vintage car market, bias ply tires feature a narrow tread profile, with a sharp shoulder that usually has a piecrust look. The narrow tread pattern, and the fact that most bias ply tires mount to narrow wheels makes for a sidewall bulge that is easily identifiable and adds to the look of vintage cars.

Bias ply tires are strong, but the rigidity offers some interesting handling characteristics if you're accustomed to driving on radial tires. The rigid construction means that bias ply tires do not conform to the road surface as efficiently as a radial tire. This creates a "wandering" sensation, as the tires tend to follow the ruts and breaks in the pavement. This wandering is not hazardous, but it definitely requires the driver to pay more attention, especially at highway speeds.

The major advantage to a bias ply tire that completely overrides the finicky handling is the authenticity. Bias ply tires were used on American automobiles until the '70s, so if you're building a car from that era, a bias ply tire is an appropriate choice. Coker Tire offers bias ply tires in many authentic brands, such as Firestone, BFGoodrich, U.S. Royal and more. Furthermore, Coker Tire refurbishes original molds and manufactures the tires using original methods with modern rubber and cord materials.

## **Radial Tires**

Radial tires are a popular upgrade for collector enthusiasts who plan to get out and drive their old car. The more modern construction offers great improvements, including ride quality, wet weather traction and tread life, so it is a more practical option for most folks. The advantages are created by the tire's construction, which consists of ply cords that run 90 degrees in relation to the bead. This radial orientation of the cords allow for a more flexible design, which conforms to the road surface, and allows the tires to skim across the ruts and breaks in the surface. This makes for a pleasant ride quality, even on rough roads, which would cause the wandering sensation with bias ply tires.

In most cases, a radial tire will have a wider footprint, even if it is the equivalent size to a bias ply tire. For instance, a 6.70-15 tire (common for late '40s to mid-50s passenger cars) has the P-metric radial sizing equivalent to a 205/75R15 tire. However, the radial equivalent features a wider tread surface by more than one inch. This increased contact patch offers more traction and more stability, while the rounded shoulder provides additional traction in hard cornering situations. Radial tires also feature tread siping, which helps evacuate water from the tread surface, and thus, increase wet weather traction. The drawback to the

wider footprint is the modern appearance with the rounded shoulders and wide tread profile, but Coker Tire has recently found a solution for the age-old debate of bias ply versus radial tires on a collector vehicle.

### **Bridging the Gap**

Until now, car guys have been faced with bias ply versus radial debate and it's been black-and-white. You were forced to deal with the disadvantages of either tire style in order to get the advantages that you want. Coker Tire has successfully blended the qualities of each type of construction into what it considers a "bias look radial" tire. The American Classic bias look radial is the first of its kind, and it won the 2013 SEMA Best New Product award in the Tires and Accessories category.

The new American Classic radial is immensely popular, thanks to the narrow tread profile, bulged sidewall and aspect ratio of a vintage-style bias ply tire, with the internal construction of a radial. It's truly the best of both worlds. The American Classic bias look radial is available in several sizes, and fits 13-, 14- and 15-inch wheels, so there are lots of options for O.E. and custom fitments, for cars built in the '40s, '50s and '60s. There are even "big and little" sizes for hot rods. The new tires are available in wide whitewall and blackwall, providing plenty of options.

The American Classic bias look radials are made in the USA, and they're DOT and ECE (European market) approved. The price is a few bucks more than a comparable whitewall radial out of the Coker catalog, but we'd venture to say that bridging the gap between bias ply and radial is well worth the extra expense.

### **Tire Construction**

Although tire construction has changed over the years, the basic principle of a pneumatic tire has been around for more than 100 years. In the specialty tire world, many of the tires are built in low production runs and require special care to ensure a great finished product. For this example, we'll use a whitewall radial, as there are numerous ways to get the whitewall look - some are suggested, while others are not.

So, what's the right way to build a specialty tire? In terms of build quality, safety and appearance, the correct manufacturing method is to manufacture a tire that has the sidewall treatment built in from day one. This requires a specific build sheet for the tire's carcass, and a mold that forms the tire into its final shape. In the case of a whitewall tire, the white rubber is added to the tire carcass, while it is being assembled on the drum, before it is placed in the mold. Then, the mold is

built with special reveals that offer a breaking point between the black rubber and white rubber.

If there's a right way to build a specialty tire, then you can easily surmise that there is also a wrong way to build a specialty tire. There are companies that offer port-a-walls, which is a band of white rubber (to simulate a whitewall) that fits between the tire bead and the wheel. These items are not dangerous or illegal, but they certainly don't qualify as a legitimate specialty tire. Other companies offer re-capping services that take a modern tire and vulcanize a vintage style tread cap onto the tire carcass. Re-caps have been around for many years, but it still isn't a true whitewall tire.

Another method that we'd classify as the "wrong way" to build a specialty tire is a whitewall that is permanently added to a generic blackwall radial tire. The whitewall application process involves grinding the sidewalls of an existing tire (like you'd find at the local tire store), and vulcanizing white rubber to the sidewall. Not only is the manufacturer taking material off the sidewall, but they are also removing the DOT numbers and other important information that is required by law.



American Classic Bias  
Look Radial Tire

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