

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

BMCCF Meeting
April 21st
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

Volume 18 No.4

THE HUB

April 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:

I understand that the trip to Waccamaw provided some interesting twists and turns along the way but when it was all said and done a good time was had by those in attendance. I was unable to attend as I needed to continue the joyful exercise of packing things in the event my house does in fact close later this month. The experience of doing this at my current age has impressed upon me that the only way we get to relive our youth is through the return of pain from old injuries; back in the day it seemed rather important to dive for footballs and baseballs, not so much now.

Keep in mind our car show is scheduled for April 23 and if you haven't registered you should obtain a registration form from the club website and enter one or more of your cars. Also, as Eric mentioned at our last meeting please let him know what tasks you can volunteer for to provide help at the show. The show is an important event for the club and deserves both a good turnout and participation from club members; many of your fellow members have worked hard to put the show together. That's it for now, I hear empty boxes calling me.



Steve

BMCCF - MINUTES

March 17th, 2016

**Temptations Everyday Gourmet
AKA BMCCF Club House**

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

36 people were in attendance.

The minutes of the February meeting were approved by acclimation.

Steve acknowledged and welcomed Karen Burr who was gracious in her response.

Eric Robertson discussed the car show, which is only a month away. Eric asked people to sign up to volunteer on their way out of the meeting – that means everybody! Eric asked that if you have a tent, please bring it to the show. If the show is rained out, there is no rain date nor will there be a refund of registration fees. The registration form is on the website – bmccf.org. Pam McMahon has contacted 26 other clubs about the show and several of the local media. Poor Piggy will cater the show.

John Moore delivered the Treasurer's report. The current balance is about \$8,200. There are 68 paid members, a large drop from the 90 +/- paid members we had in 2015.

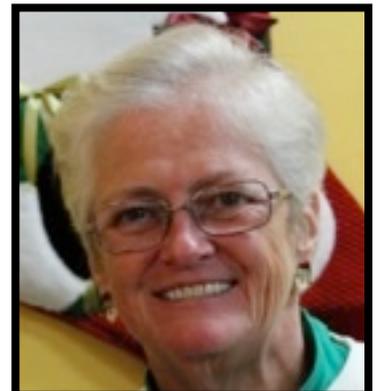
Eric continued with other events. There will be a drive on Saturday, March 26th to Lake Waccamaw. Please see website and flyer for details. Plans are underway for a weekend getaway to Georgetown, SC this fall. Charlie Schaefer and Gail Guthrie are organizing a garage tour for April 16th. Look for more information on this.

Welcome to new members Daryl and Karen Hester. They have 3 TR6s.

Steve adjourned the meeting at 7:30

Minutes recorded by Edie Cutler

Respectfully submitted,
Pam McMahon



BMCCF CALENDAR OF EVENTS 2016



April

2nd. Carolina British Classics IX. 2001 Charleston Highway, Cayce, SC. Info: www.bccmc.com

15- 17th Triumph Club of the Carolinas. 'The Gathering' at Shelton Vineyards..

21st - Monthly Club Meeting @ Temptations Everyday Gourmet 7:00 pm

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

MAY

14th- 20thAnnual NCMGCC British Car Show. North Hills Shopping Center, Raleigh. Info: (919)-949-3344, numenno@yahoo.com.
www.ncmgcarclub.org

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

21st. RIMS ON THE RIVER - Front St. in Downtown Wilmington. See flyer for details.

JUNE

16th. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm

JULY

16th. HWY 17 PISTONS, PLUGS & SHOCKS CAR SHOW @ Poplar Grove Plantation Info: 910-686-9518 www.poplargrove.org for registration form. See flyer for details.

21st - Monthly Club Meeting @ Temptations Everyday Gourmet 7:00pm.

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.



**18th.
Annual
Car
Show
2016**



“SPRINGTIME FOR BRITS”

Classic Cars – Raffles – Food – Music

Wrightsville Beach Park April 23rd. 10 am - 4 pm.

More information at: 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.



OYEZ! OYEZ! OYEZ!



UPCOMING EVENT NEWS



Law Enforcement Appreciation Parade



Mar 12, 2016

Cars are to assemble at 10:00 a.m.
At Battleship Park from where the Parade will
proceed down Hwy 17 S and end
at Jerome's Steak House in Shallotte.

**Law Enforcement
meals are FREE.**

For more information contact:

Jervie Babson at (910) 253-5823

Joe Canady at (910) 655-1989

**Classic Cars
are
invited to
participate.**

Serve and Protect

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 18th, 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 1st.

Questions – Contact Barto Lehman at bartolehman@netscape.net

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.

RESCHEDULED SHOP TOUR:

Steve Studer and Meritte Guthrie have rescheduled their **Shop Tour to Saturday, April 16th**. 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 Studer's 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.

PLEASE email is guthriegh@gmail.com. if attending.

**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://bcmastergardener.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 possible 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?fwd=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

From Edie the Cutler:

This is a 22 minute film. Several mentions on how the MG inspires the Corvette.

<https://vimeo.com/118085969>

Classic MG cars

https://youtu.be/JjcpKmYu5dU?list=PLdQgeK19xeh1_rf8GtEmtQKs1ETDhwI

S.U. Carburetor Line-Boring for New Throttle Shaft Bushing

By John Foster, BMCCF Member

A common issue with the S.U. carburetor body is "egg-shaping" of the throttle shaft bore causing excess air to enter past the fuel jet. The throttle shaft only travels thru a small arc (about 70 degrees or so) and is rarely lubricated. Another compounding problem is the carb. body is aluminum, a soft material which wears quickly.

The egg-shaped wear pattern causes numerous idling, mixture and "hesitation" issues when tuning/running carbs.

A straightforward milling machine setup to line-bore the carb. body for 0.375 OD x 0.3125 ID bronze throttle shaft bushings in one pass is the solution. I recently line-bored a set of TR-4 carbs. for a BMCCF club member with great results. The fix to the carbs. will outlast his lifetime! See attached image of line-bore setup on my 3-axis mill.



1972 MGB Project Update #1

By John Foster

Although most of you know I am still looking for the elusive BMW Z8 body kit as my next project, but I ran across a very clean/original 2-owner MGB to mess around with in the meantime.

Since acquiring an N.C sold & owned 1972 MGB chrome bumper car on 3/1/16, a general plan was hatched to "rejuvenate" it. I don't want to do a "trailer queen" restoration, but rather an exterior re-paint and general freshening of suspension, weatherstripping, interior, etc. , etc. The end objective is a very nice driver and not a concours car.



The car was very well taken care of during its previous ownership with the only "typical MGB rust" being small areas of both floor pans (from the normal MGB windshield area leaks). All the original inner/outer rocker panels, ft./rear fender dog-legs, sills, inner fenders, trunk floor, "B" posts, and H/L areas of the fenders are in remarkable rust/bondo-free condition. There are a few small "dings" here and there but no major body repair needed. A huge group of brand-new uninstalled parts came with the car, including a full vinyl interior kit, carpet kit, conv. top, 4-speed trans. w/overdrive, etc, etc.

Items accomplished to date:

1. Purchased the car on 3/1/16 and drove it from Raleigh, NC @ 70 MPH via I-40 to Hampstead, NC - it ran great all the way (60 PSI "hot" oil pressure @ idle), never missing a beat, although I need to adjust the intake/exhaust valves.
2. Removed eng. & trans. , complete front end cross-member, dashboard, windshield and driver Ft. fender.
3. Stripped everything from engine bay, scraped off grime, steam cleaned engine bay, engine, trans. , and misc items- can't beat steam for a great cleaning!!
4. Purchased Urethane single-stage paint, hardener, thinner, etc. for re-spray of engine bay & exterior.
5. Inspected transmission gears, syncros, etc.- all look great-see pic.
6. Cleaned up misc. small parts.
7. De-greased eng. bay, painted w/POR-15 and re-sprayed body color.

SPRINGTIME STARTUP: THE CAR STORAGE CHECKLIST

By: Tara Hurlin for HAGERTY

Ah, once again the moment that all car nuts in northern climes anxiously await: The smell of spring is in the air and soon we will be able to inhale the familiar memory of our collector car driving through rejuvenated lands and towns with the windows down — pure bliss. Waiting for rain to baptize our roads can be a drag, but now is a perfect time to get your baby ready for another fun-filled driving season.

First, check your fluids.

- It is important to change the engine oil before each driving season: You don't want any water or contaminants that may have piled up over the winter getting into the engine. While you are in there, change the oil filter. The oil has been sitting at the bottom of the oil pan for a while and when you start your engine, you want that filter in tip-top shape as the fluids circulate.
- Check all other fluid levels and note whether any fluids appear dirty. If the transmission fluid smells burnt, it needs a flush, and if your car has been stored for a year or more, you will want to drain and flush all fluids, including transmission, coolant, brake fluid and power steering. And don't get yourself caught in a sticky situation: fill the windshield washer fluid reservoir.
- Draining the gas tank tends to be a topic of debate, but if you choose to do so, don't forget to empty the carburetor bowls and flush the fuel lines. But, if your vehicle was only stored over the winter months and was winterized properly with a fuel stabilizer, this isn't as big of a worry. If you are still concerned, there are ways to test your fuel, such as using a water probe indicator. If water is found in the gas, a product like E-Zorb can be used — or just bite the bullet and drain all the fuel for a complete refresh.
- If the car has been sitting for an extended period of time, you may want to bleed the brakes to purge the system of any water or impurities. At the very least, make sure the brake and clutch master

cylinders are full of fluid. If the fluid is low, there may be a leak somewhere. Before you put the pedal to the metal, make sure that your brakes are firm and in working order, and don't forget to check the operation of the hand-brake!

Inspect your engine bay.

- Check for leaks around the engine bay and underneath the car. Sometimes temperature fluctuations can affect seals and gaskets.
- Examine all of the belts and hoses closely. If there are any cracks, swelling, fraying or any leaks from the hoses, get a replacement. Even if a belt or hose looks borderline, it should be replaced. Summertime heat and humidity fluctuations may leave you stranded on the side of the road.
- Remove the spark plugs, and while checking them to make sure the engine is firing strong on all cylinders, give them a light refresh using a wire brush and spray-on plug cleaner. Before reinstalling, apply dielectric grease on the ends for optimum connection. If your vehicle has been stored for over 90-days, it is recommended to squirt a little oil into each cylinder to lubricate the pistons and rings before re-installing the spark plugs.
- Examine your battery connections: If your battery was kept in the engine compartment, winter weather could have caused corrosion on the connections. If the posts are dirty, remove the cables, negative cable first, then clean them up with a wire brush by using a mix of baking soda and water. When that is complete, make sure the battery is charged and keep it in warm area until you are ready to drive.
- Take a look at the air filter, does it need replacing? If you have an air compressor, remove the filter and blow the dust and dirt remnants off outside. A clean filter allows the engine (and you) to breathe easy.

Then, check everything else.

- Check tire pressure and keep an eye out for any flat spots, worn tread or dry rot. If either of these are found, you might want to consider replacing your tires for optimum safety and handling. And while you are down there, check to make sure all lug nuts have proper torque applied.

- Is your blinker fluid full? While we may be joking, bulbs burn out over time, so check your brake lights, turn signals, headlights and running lights. If you don't have someone to stand outside of the vehicle to help you check, a good way to do it on your own is by backing up against a wall to see the light reflect. Of course, this is easiest to do if it is dark.
- We recommended giving all suspension joints, bushing and pivot points a look-over. Inspect the rubber for any cracks, splits or deterioration. They should be soft and flexible to the touch; any hardened boots will crack. While you are under there, check the shocks for any signs of fluid leaks, and if there are leaks, replace or rebuild them.
- This next one is a given that I probably don't have to mention, because if you are like me you are just itching for nice enough weather to detail your car! But it is important to keep your interior and exterior clean and refreshed. Give it the royal treatment: massage protectant into any leather, check for and touch up any chips that reveal bare metal, and check the condition of rubber seals around doors and windows. A good wash and wax will make your ride shine as bright as your smile on the first driving day.
- Last but not least is perhaps the most commonly forgotten detail: Review your paperwork – make sure your insurance and registration are up to date before taking her back on the road.

All good? Then you are ready for the driving season! Remember, when you first start 'er up, don't rev the engine. Cold oil doesn't flow as well, and putting the pedal down too early could cause bearing and cylinder damage. Instead, let the engine idle until it reaches operating temperature. This is especially important with older classics and turbocharged cars. A shorter 30-minute drive is recommended to start: This will loosen everything up and evaporate any moisture in the exhaust and engine, so when you get back home do another check for any fluid leaks.

Now go out and enjoy the driving season while you still can!

Gerry Coker on Austin Healey Style

By Michael Carnell in Austin Healey, Classic Cars, Highlights, People, Video of the Week

WATCH VIDEO on YOU TUBE - Gerry Coker - Austin Healey Style
<https://youtu.be/gCJ6AcYhBk8>

Our video this week comes by way of the [Suncoast British Car Club](#) and featured Gerry Coker. Gerry was born “Gerald Charles Coker” June 24, 1922 in Northamptonshire, England. He is known in the Healey world for his body design of the Healey Hundred introduced in 1952.

He joined the Donald Healey Motor Company as Healey’s body engineer in 1950. His first job was to look after the Nash Healeys as they came from Panelcraft, the Nash Healey body makers.

Early on at the DHMC, Healey challenged Gerry to show him a sports car design, and in late 1950,

He created the body design for what would become the Austin-Healey 100. This timelessly beautiful sports car stole the show in October, 1952 when it debuted as the Healey Hundred at the London Motor Show at Earls Court. Gerry also styled the Austin-Healey Streamliner (the “pretty one,” he says) that was driven to 192.7 mph at the Bonneville Salt Flats in 1954 while establishing records in speed and endurance. And just before moving on from the DHMC, Gerry developed the preliminary body design for the forthcoming Austin-Healey Sprite, which made its very successful first appearance in 1958. Budget considerations caused the Sprite’s final design to be altered considerably. This early design did not include the unique headlamps which caused the first Sprites to be called “Bugeye” in North America and “Frogeye” in Great Britain.

Gerry Coker was the designer of the Austin Healey and Sprite. He is also, and currently, a member of the [Suncoast British Car Club](#) out of Sarasota, Bradenton and surrounding areas of Florida’s Suncoast.

TVR And Aston Martin Could Soon Be Shacking Up Together In Wales

Sent to us by the lovely & talented George Czerw
Article written by Jared Rosenholtz - Car Buzz

News keeps trickling in about TVR's revival.

TVR is [planning a return](#) with a new range of sports cars. Thanks to a new Cosworth V8 and a design from Gordon Murray, 250 people have [already placed](#) deposits for the automaker's new models. Murray is known for his work in Formula One, [as well as](#) designing the legendary McLaren F1. The new cars from TVR will be built using carbon fiber and will be far more modern than previous TVR models. TVR has not built cars since the Sagaris ended production back in 2006. The details of TVR's return have trickled out, but we now have some new information.

TVR is rumored to be building a new production facility in Wales. This new facility is apparently only a few miles away from the hangar that will house the production line for Aston Martin's upcoming DBX crossover. TVR had considered moving the brand to Wales when it was owned by Russian entrepreneur Nikolai Smolensky. This deal was axed along with the company itself back in 2013. TVR is now owned by former computer games developer Les Edgar who is attempting to arrange a deal where TVR can build cars in the same hangar as Aston Martin. Official TVR sources declined to comment, but sources say that Wales is clearly the front-runner for TVR production. This is all good news that TVR is really coming back.



TVR ANNOUNCES FORTHCOMING PRODUCTION FACILITY IN SOUTH WALES AND SIGNIFICANT ADDITIONAL INVESTMENT IN THE PROJECT

- **TVR today announces that it will build a production facility in Ebbw Vale Enterprise Zone, South Wales**

22nd March 2016: Resurgent British sports car maker, TVR, has announced today that its new production facility will be located in the Ebbw Vale Enterprise Zone in South Wales. The Welsh Government will also invest in the car maker, further enhancing this exciting manufacturing project which represents over £30 million of capital expenditure over the next five years.

The contracts to locate the new TVR factory in Wales were signed on the 18th March and the deal was officially announced by Rt. Hon Carwyn Jones, the First Minister of Wales, during a press conference this morning. Currently, TVR is looking at several specific options for the precise location of the factory, the outcome of which will be the subject of a separate announcement in the coming weeks.

Les Edgar, Chairman of TVR said: “This is a fantastic opportunity both for TVR and the Welsh Government. South Wales is becoming a major hub for automotive and motorsport technology and development and the area is a serious opportunity for business development and job creation. We have a sports car project that has garnered global approval and excitement, and we are delighted that the Welsh government wish to become a part of an exciting new era for TVR.”

The First Minister said: “This is yet another fantastic high profile investment for Wales and a great boost for our automotive sector. TVR is another iconic and much loved, world-class brand that still commands a strong and loyal international following. I am delighted the next generation of TVRs will proudly bear the label Made in Wales.”

“Today’s news follows hot on the heels of the Aston Martin announcement and sends out a strong, clear message that Wales is the location of choice for advanced manufacturing. It also illustrates that our pro-business approach is delivering results, attracting significant investment and creating high quality jobs and it is another huge boost for Wales, for our automotive sector and for our skilled workforce.”

The new TVR project, which was announced in early 2015, has already secured in excess of 350 deposits for the fantastic new launch edition car, which features innovative design and styling that maintains the distinctive TVR DNA, but also includes F1 inspired, ground-effect technology. The chassis and body has been designed by Gordon Murray of Gordon Murray Design Ltd. and will be the first production car to be manufactured using their revolutionary iStream® assembly process. Power is provided by a Cosworth tuned and enhanced V8 engine. The Welsh factory will be busy fulfilling orders that already run through to the end of 2018.

Sent to us By George Czerw - proud owner of a TVR



The Jaguar XKSS has been confirmed to be the British automaker's next continuation model.

Sent to us By George Czerw

Written by By [Jason Siu](#)

The ultra-exclusive sports car is limited to just nine units and will be hand-built by Jaguar Classic. The Jaguar XKSS is often referred to by experts as the world's first supercar and the continuation model will be built to the exact specification as they appeared in 1957. According to Jaguar, the nine units are replacing the cars lost in the famous Browns Lane factory fire.

The original cars were set to be exported to the U.S., but only 16 were completed before disaster struck.

The XKSS came to be following Jaguar's three successive Le Mans victories in 1955, 1956 and 1957 with the D-Type. After the hat trick of wins, Sir Williams Lyons made the decision in 1957 to convert the remaining 25 D-Types into road-going versions, essentially creating the world's first supercar. Modifications made for the street XKSS included the addition of a new higher windshield, an extra door on the passenger side, removing the divider between the driver and passenger, as well as the removal of the famous fin behind the driver's seat.

Every aspect of the Jaguar XKSS continuation model will be fully certified by Jaguar and expect pricing to be in excess of £1 million (\$1.4 million). Deliveries will begin in early 2017.

**Jaguar XKSS
Continuation Model
Limited to 9 Units**



The 1938 MG TA

Kurt Ernst - Hemmings Daily

Photos courtesy of Historic's at Brooklands.

A two-seat convertible sports car hardly seems like a sensible choice for police work, but from the 1930s into the 1960s, British automaker MG provided a variety of vehicles to police agencies throughout England. While some were sedans, TA, TB, TC, MG A and MG B sports car models also served with various departments around the country, many as motorway patrol cars.

One such vehicle was this [1938 MG TA Midget](#), carrying registration number CTF 921; after serving with the Lancashire Police and spending the bulk of its retirement years in North America, this personable police cruiser will be offered for sale on March 12 at the Historic's at Brooklands auction, held at the Brooklands Museum in Weybridge, Surrey, England.

Designed to replace the PB Midget, MG's TA two-seater first appeared in mid-1936. Longer and wider than the previous Midget, the TA was also more powerful, boasting a larger 1.3-liter overhead-valve four-cylinder engine borrowed from the Wolseley 10 (but re-tuned and equipped with twin SU carburetors) that produced just over 52 horsepower, compared to the PB's 43 horsepower. The semi-synchronized four-speed manual transmission received a wet cork clutch instead of the dry clutch used on the PB, and the TA also received Lockheed hydraulic drum brakes instead of the older car's cable-operated drums.



Though not particularly quick by modern standards, the TA was capable of holding its own against common production cars of the day. Top speed was said to be in the neighborhood of 80 MPH, with the run from 0-60 MPH requiring just over 23 seconds. With 2.5 million cars already on British roads by 1938, the TA's nimble handling probably aided in response time more than its acceleration or top speed.



It's not clear how long CTF 921 remained in service with the Lancashire Police, but its next owner was a Canadian student studying in England. When he returned to North America, the car came with him, and remained in his possession until 1970.

Purchased by an American buyer, the MG was given a repaint and an interior restoration sometime in the 1970s, and the car remained in his care until 2013. The brakes are said to be recently serviced, quite likely by the current owner in anticipation of the car's pending sale, and the odometer reportedly reads less than 11,000 miles.



Said to be "mechanically faultless," the TA currently wears oversize wheels that are not original to the car. Described by a former owner as a driver-quality car that's a perfect candidate for restoration, the former police MG is expected to fetch between £24,000 and £28,000 (\$33,500-\$39,100) at the British sale, significantly more than the \$25,000 asked for the car when it was for sale in the United States last year. Nostalgia ups the price, on the other side of the pond as well.

The 1938 MG TA police car sold for £23,520 (roughly \$33,300).

HAGERTY®



Sent to us by John Adams

[Video: Barn Find Hunter, Ep. 1 – Savannah, Ga.](#)

Tom Cotter literally wrote the book(s) on barn finds. In our new series, Tom travels the country in his 1939 Ford Woodie Wagon, searching for forgotten classics in barns, backyards and scrapyards. This time, Tom's in Savannah, Ga., [where he finds a muscle car lover's dream as well as a British classic that's made its way to the U.S. from Australia.](#)

CAR SHREDDER

**This thing is relentless!!!
It even eats the engines and transmissions.**

http://www.liveleak.com//_embed?f=c83358ee7d5c



BMCCF's finest's Cheering on the Car Shredder
Check it OUT...

MAYO CLINIC - DRINKING WATER

Sent to us By Robin Ward

A cardiologist determined that heart attacks can be triggered by dehydration.

Good Thing To Know. From The Mayo Clinic. How many folks do you know who say they don't want to drink anything before going to bed because they'll have to get up during the night?

Heart Attack and Water - Drinking one glass of water before going to bed avoids stroke or heart attack. Interesting.....

Something else I didn't know ... I asked my Doctor why people need to urinate so much at night time.

Answer from my Cardiac Doctor: Gravity holds water in the lower part of your body when you are upright (legs swell). When you lie down and the lower body (legs and etc) seeks level with the kidneys, it is then that the kidneys remove the water because it is easier. I knew you need your minimum water to help flush the toxins out of your body, but this was news to me.

Correct time to drink water... Very Important. From A Cardiac Specialist!

Drinking water at a certain time maximizes its effectiveness on the body:

- 2 glasses of water after waking up - helps activate internal organs
- 1 glass of water 30 minutes before a meal - helps digestion
- 1 glass of water before taking a bath - helps lower blood pressure
- 1 glass of water before going to bed - avoids stroke or heart attack

I can also add to this... My Physician told me that water at bed time will also help prevent night time leg cramps. Your leg muscles are seeking hydration when they cramp and wake you up with a Charlie Horse.

Mayo Clinic on Aspirin - Dr. Virend Somers is a Cardiologist from the Mayo Clinic who is the lead author of the report in the July 29, 2008 issue of the Journal of the American College of Cardiology.

Most heart attacks occur in the day, generally between 6 A.M. and noon. Having

one during the night, When the heart should be most at rest, means that something unusual happened. Somers and his colleagues have been working for a decade to show that sleep apnea is to blame.

1. If you take an aspirin or a baby aspirin once a day, take it at night.

The Reason: Aspirin has a 24-hour "half-life"; therefore, if most heart attacks happen in the wee hours of the morning, the Aspirin would be strongest in your system.

2. Aspirin lasts a really long time in your medicine chest; for years. (when it gets old, it smells like vinegar).

Something that we can do to help ourselves - nice to know. Bayer is making crystal aspirin to dissolve instantly on the tongue. They work much faster than the tablets.

Why keep Aspirin by your bedside? It's about Heart Attacks - There are other symptoms of a heart attack, besides the pain on the left arm. One must also be aware of an intense pain on the chin, as well as nausea and lots of sweating; however, these symptoms may also occur less frequently.

Note: There may be NO pain in the chest during a heart attack.

The majority of people (about 60%) who had a heart attack during their sleep did not wake up. However, if it occurs, the chest pain may wake you up from your deep sleep. If that happens, immediately dissolve two aspirins in your mouth and swallow them with a bit of water.

Afterwards: - Call 911. - Phone a neighbor or a family member who lives very close by. Say "heart attack!" - Say that you have taken 2 Aspirins. - Take a seat on a chair or sofa near the front door, and wait for their arrival andDO NOT LIE DOWN!

A Cardiologist has stated that if each person after receiving this e-mail, sends it to 10 people, probably one life could be saved! I have already shared this information. What about you? Do forward this message. It may save lives!

"Life is a one time gift" (Let's forward and hope this will help save someone!!!)

BMCCF
Classified
Ads



Nothing this month.

BMCCF Classified Information:

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<http://www.fourth-gear-ltd.com>

BMCCF NAME TAGS

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Free Advice to BMCCF Members

That's All Folks

*Thank You For your contributions to
this newsletter*