

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

**BMCCF Meeting**  
**May 19th**  
**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:

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

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

Volume 18 No.5

**THE HUB**

May 2016

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

**President:**

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

**VP:**

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

**Treasurer /Membership:**

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

**Secretary:**

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

**Webmaster:**

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

**Newsletter:**

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

**Activities Director:**

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

**Club Regalia:**

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

**Sunshine Person:**

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

**Car Show Chairmen:**

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

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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:**

The April car show is now history and despite some questionable weather forecasts the day was quite pleasant. We had around 77 cars with 32 cars owned by 28 club members. It would have been nice if we had more participation from club members given that the car show is our premier event but the bottom line is the show went very well. This is especially true since it is the first time we have held the show in April and there were other competing events in the area. Once we have the final numbers in terms of revenue and expenses I will hold a board meeting to discuss the show in general and ideas on charitable contributions if proceeds permit. As discussed at our last meeting I plan to conduct our June club meeting on a Saturday to be followed by a drive and lunch; more information will be distributed as the logistics of this are worked out. As discussed at our last meeting I plan to conduct our June club meeting on a Saturday to be followed by a drive and lunch; more information will be distributed as the logistics of this are worked out.

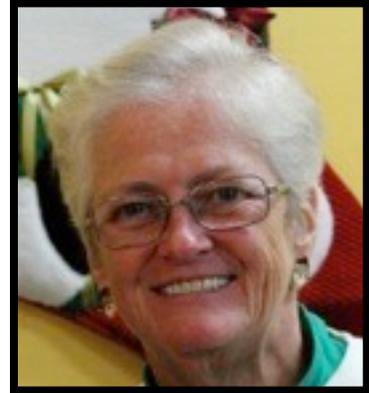


**Steve**

# **BMCCF - MINUTES**

**April 21, 20116**

**Temptations Everyday Gourmet  
AKA BMCCF Club House**



Meeting was called to order at 7:00 PM by President Steve Donatone.

47 club members were in attendance- not a record but pretty darn close. Also in attendance were guests Fred and Diane Dalster, proud parents to 2 MGs, from upstate New York who will join when they return in the fall. Former upstate New Yorkers are such nice people..... We were also privileged to have with us Mr. Bert Bollinger, the “Pasadena Flash” who is Howard’s brother. Welcome to all guests.

The minutes of the March meeting were approved by acclimation.

Steve thanked Merritte Guthrie and Steve Studer for a wonderful garage tour. Thanks guys.

Eric Robinson discussed the car show, which is only a few days away. Eric asked people to sign up to volunteer on their way out of the meeting – that means everybody! We need volunteers to help setup and the take down after the show. Arrive between 7:15 and 7:30 AM to help setup. Maps of the show field will be provided to those parking the cars. Thanks to all who have volunteered.

Coffee and donuts will be provided. Current pre-registration: 49 total of which 22 are club member cars. Eric is hoping for a good day-of-show turnout. It is hard to determine in advance how many will register day-of-show since the show is at a different time of year. Eric and team will do an assessment afterwards to try and determine attendee’s preferences as to which time of year is best.

Charlie Schaefer will be the master-of-ceremonies. Poor Piggy Food truck will be onsite with both breakfast and lunch items. Porta-potties are ordered. The Rusty Bumpers will provide the music. The London taxi will be present and banners will be flying to show folks the show location.

Reminder: the show will go on rain or shine.

The pre-show party is at the Fox and Hound from 6 -8 PM on Friday night, 22<sup>nd</sup> April. Several items will be raffled off at the pre-show party in addition to items at the show itself.

There was a request from Susie Berndt to allow raffle tickets to be sold at the pre-show party and the show to benefit the Rusty Bumpers to help purchase up-to-date equipment. Steve OKed the idea citing all that the band members have given to the club in the past.

John Moore delivered the Treasurer's report stating that we have over \$8800 in the bank. John reminded anyone who had ordered nametags that they may be in the box at the meeting tonight. Please look for your name tags and contact John if you have any questions.

John Moore described the Triumph Club of the Carolinas show at Shelton Vineyards. There were approximately 290 cars with 4 from BMCCF – John Williamson, George Czerw, Warren Bender and John Moore – each of whom brought home a trophy. YEA!!

Carl Wilson said he knows a mechanic, ASE certified, formerly at a Volvo shop who is looking for a job. In the meantime, if you have any work that needs to be done she may be able to help you out at a good price. Contact Carl for details.

A drive is being planned for the 3<sup>rd</sup> Saturday in May – very tentative – departing from Autoworks with a stop for lunch. It was suggested that a Sunday drive might be fun and this suggestion was taken under advisement. Look for further details.

Eric Robinson then discussed other activities. None are currently planned and Eric and Susan will be out of the country most of the summer. Activities can certainly be planned and executed in his absence but please organize and publicize these yourselves. Donna Schaefer said the fall overnight trip to Georgetown, SC may be in October but is still in the planning stages. Susan Roberson is also on that planning committee and Susan's dad isn't doing well health-wise.

Howard Bollinger mentioned the NCMG car show in Raleigh on May 14<sup>th</sup>. John Moore said he is going and Pam McMahon is also planning on being in Raleigh.

Charlie Schaefer said there are 2 other car shows this Saturday- the same day as our show – and, while people are very complimentary of our show, the other shows offer competition to ours and some who would like to come to our show are actually working on the other shows.

Eric Robinson mentioned the play “Noises Off” playing at Thalian Hall. Rumor has it that Eric has a speaking part – OMG!

A suggestion was made to solicit members who might like to tell short stories about their automotive lives to end each meeting – something brief and person, funny or informative or cautionary or whatever. Steve will consider this.

Carl Wilson suggested that he may sponsor a swap meet in the fall. It’s early yet to pick a date but he’ll provide plenty of notice.

Ron Jones suggested we update the website with pictures of our cars, maybe put together a catalog or a calendar. Steve will consider. Steve said there will be several people taking pictures at the show as well.

One final, but critical, question: will the donuts at the show be from Krispy Kream or from Dunkin’??? Bruce Alcorn, one of the donut coordinators, would not comment – he just smiled.

Steve adjourned the meeting at 7:30

Respectfully submitted,  
Pam McMahon

## **BMCCF CALENDAR OF EVENTS 2016**



### **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

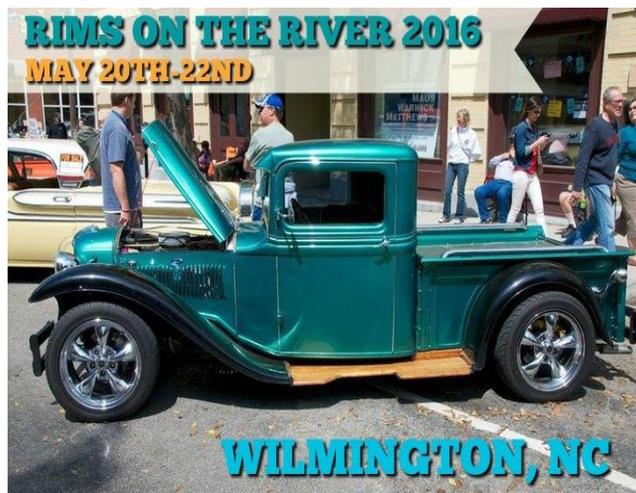
16<sup>th</sup>. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm

## JULY

16<sup>th</sup>. HWY 17 PISTONS, PLUGS & SHOCKS CAR SHOW @ Poplar Grove  
Plantation Info: 910-686-9518



### **UPCOMING EVENT NEWS**



**CAR SHOW DAY SATURDAY MAY 21**

**DOWNTOWN WILMINGTON TIME: 9:00 AM**

**THE BRITISH MOTOR CAR CLUB WILL BE PARKING TOGETHER.**

**WE HOPE HAVE AT LEAST 20 CARS ENTERED. BILL MASSEY WILL BE COORDINATING**

**THE REGISTRATION, APPLICATION FEES AND PARKING PLACEMENT.**

Those who wish to attend, should email, asap, the following info:

NAME, CAR, MODEL & YEAR, to Bill at: [wmassey3@ec.rr.com](mailto:wmassey3@ec.rr.com)

Bill will submit the Club applications as a group and will put up the \$10 per car registration fee. It will be appreciated if you bring your \$10 registration to him at the April meeting, or you can pay him at the event.

We will meet at a location, yet to be determined, and drive into the show, bypassing registration, and park as a group. Bill will give exact details closer to the date, but we should be parking in front of Fat Tony's as in previous years.

**FOR COMPLETE EVENT DETAILS SEE WEBSITE BELOW**

<http://www.rimsontheriver.com/>

# Car Show Finale

The show is over for another year and I am tying up the remaining loose ends. One of these is to express my sincere thanks to the Task Chairs, for their dedication, and to all those club members who worked on the show to help make the day a successful one. The feedback from the driver survey was very positive for all aspects of the show and the party. This was, in no small measure, thanks to your active participation and you can take satisfaction in having been a part of the club's success.

Once again, many thanks,

Eric R.

**On Behalf of BMCCF -  
THANK YOU ERIC you did an  
AMAZING JOB**

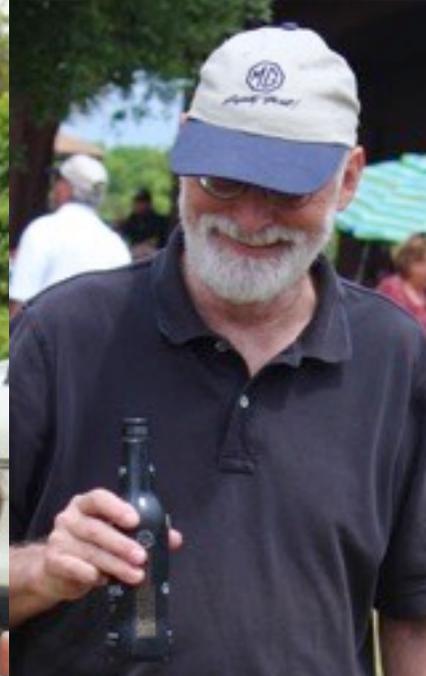




## The Rusty Bumpers Rock











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 STEVE DONATONE

## ***THE REAL TOOTH FAIRIES.COM - BEST IN SHOW***

*Tremendous Thanks To All Our Sponsors For Helping To Make This Show Possible!*









## RESCHEDULED SHOP TOUR:

Many THANKS to **Meritte Guthrie** and **Steve Studer** for their hosting our last shop tour. As you may notice **Mr Finn** has been to one too many garages. He really needs to stop sniffing the gas tanks. Meritte explained his latest update on his Austin Healey and it was all quite impressive how far he has come along with his renovation. It will be a sure trophy winner when he gets done.



**Steve Studer** had another interesting shop tour. Most of us had no idea the building and racing history that Steve has under his belt. This man has been among and worked for some impressive race teams. Did you know some of the top performing cars now have up to 10,000 horse power. We were nothing short of impressed to hear about Steve's experiences with national racing. Welding is an art Steve has perfected over his many years of professional jobs in the field. Two of his latest projects were on display for all to enjoy (pictures below). All the boys in the picture all have full bellies from all the delicious refreshments provided by our hosts. **Mrs Finn** makes some mean scones.

We have more shop tours planned for the fall season, but we may try something different for our next member tour. We will be back after we discuss our plans with the next victims. This will likely be a couples expedition of sorts.



**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.**

# Sir Henry Segrave: The legacy of the 200 mph record breaker

By Helen Carter  
BBC News Online

🕒 16 March 2016 | [Liverpool](#)



Sir Henry Segrave was the joint holder of the land speed and water speed record

With his racing goggles and determined expression, Sir Henry Segrave epitomised a derring-do British hero from another age. But although he was the first racing driver to break the 200 mph barrier, he is not a household name. Why?

In the aftermath of World War One in the 1920s, when vehicles were becoming more reliable and crucially, faster, Sir Henry Segrave was at the top of his game. A star British driver.

**“SORRY FOR FORMATTING”**

Motor racing was in its infancy and many British roads were little more than dirt tracks littered with debris that threatened to scupper any record attempt, with disastrous consequences for both driver and car.

So on 16 March 1926, Sir Henry pulled on a pair of white overalls and took his four-litre British-made Sunbeam on to the sands of Ainsdale Beach in Southport.

Watched by a large group of spectators, his car roared along the smooth, flat surface and reached a speed of more than 152 mph, seizing the world land speed record from his great rival, Malcolm Campbell (father of Donald Campbell).

His star was rising.



Sunbeam in action on Southport beach in the 1920s

Henry O'Neil de Hane Segrave was born in Baltimore in 1896 to an Irish father and American mother. A British national, he spent his childhood in Ireland and went to Eton.

He served as a fighter pilot in the Royal Flying Corps in World War One and became fascinated by racing cars once he left the forces through injury in 1919.

But although every flight during the war was potentially fatal, Sir Henry took a more measured approach to risk in his racing exploits.

The beach had been selected as the perfect venue for the record attempt as it was free of obstacles that could have lethal consequences - the slightest camber could have upended his car.

According to motor racing expert Ben Cussons, this was because at the time roads were in poor condition and there were "still horse-drawn vehicles being used". Many carriageways were "little more than dirt tracks with nails and other debris", he adds.

Sir Henry was unique in that he held both the land and water speed records at the same time, and tragically it was his pursuit of the latter that led to his death.

He sustained fatal injuries on Windermere at the age of 33, when he struck a log shortly after breaking the water speed record in 1930.

His wife, Lady Doris, was determined to carry on his legacy and established an honour called The Segrave Trophy, awarded by the Royal Automobile Club (RAC) in his name to motor racing champions from 1930 onwards.

Previous recipients include Stirling Moss, Amy Johnson, Barry Sheene and Damon Hill.

Ben Cussons, who is on the trophy's committee, says Segrave was "multi-talented and very good at what he did", as well as being a self-made man.

Sir Henry was motivated by a desire "to be the best" at what he did, he says. "He earned his peers' respect because he funded his endeavours and found the funds and did not rely on family money."

"Segrave was not too bad an aviator, then he went into motor racing before land speed records, then water. He was always looking for the next new technology, which is what inspired him," he adds.

The fact a wider legacy eludes his name is more down to timing than talent, Mr Cussons believes.

He was simply not as well known as Malcolm Campbell because Campbell was Britain's first professional sportsman, backed by sponsorship (luxury watch brand Rolex) and with a strong identifiable brand in the Bluebird, says Mr Cussons.



The Sunbeam on the sands at Southport before the record attempt

Nevertheless, Sir Henry - who was wounded twice in the war - was a "truly remarkable man" who achieved "an incredible amount in a relatively short life", according to historian and racing enthusiast Peter Cowley.

"He was a gifted racing driver and won many races, including five Grand Prix. Prior to Segrave's victory in the 1923 French Grand Prix, no British [team] had won a Grand Prix."

Sir Henry roared to success in a British car - Sunbeam. The next Briton to win in a British car was many years later, in 1955, when Tony Brooks raced to success.

More than 80 years have passed since his untimely death and now an independent documentary, called One Five Two at Ninety, is being made to bring his achievements to a wider audience.

Sir Henry's record was surpassed just over a month later by JC Parry-Thomas, in a car called Babs. Undeterred, Sir Henry snatched the record back in March 1927 in Daytona, taking the Sunbeam to 203mph - sealing his crown as the first man to exceed 200 mph.



Mr Cowley says that when Sir Henry died he was mourned by King George and Queen Mary, who described him as "one whose intrepid adventures on land and water were the admiration of the entire world".

Not only was he a speed king, he was a "highly accomplished" engineer who designed the Hillman Straight 8 Segrave Coupe and the Blackburn Segrave Meteor aircraft, Mr Cowley says.

Carol Spragg, editor of Historic Motor Racing News, says: "Sir Henry was a great pioneer of motoring and was a vast contributor to the progress of the motor car and the prestige of the British motoring heritage."

She believes the fact he died "so young" contributed to the fact he was not as well known as the Campbells, who had a very high profile and "playboy lifestyle".

"Segrave came from more of an engineering background and seemed to be more cerebral in his achievements," she adds.

The Segrave Trophy is awarded on merit and the next ceremony takes place in London later in March. It is a fitting tribute on the 90th anniversary of his land speed record achievement.

## 1972 MGB Project Update #2

By John Foster



1. Cleaned/painted engine w/Hi-Temp Black paint; exhaust manifold and 2 into 1 header wrapped w/fiberglass heat tape.
2. Spray painted engine bay w/Urethane 2K body color paint.
3. Cut out front areas of driver/pass. floor pans (the only rust in entire car) installed new floor pan sections & plug welded in place. Used POR-15, seam sealer, red Rustoleum paint and eventually Herculiner bed liner on all surfaces to create a permanent waterproof seal.
4. Rebuilt/painted entire front end: ft. lever arm shocks, new kingpins/bronze bushings/seals, etc. Installed urethane and V-8 suspension bushings.
5. Re-installed eng. & transmission (with new heavy-duty 8.5" dia. clutch disc) ,radiator, exh. system, Pertronix electronic ign. system, etc., etc.
6. Cleaned and primed/painted misc. smaller items.



## BMCCF - Membership Items:

**From our Cookie** - Please share by email or facebook to friends who might like to support **Operation Topcat** in this way. It runs until May 15. The link provides an easy way to click and shop. orders get shipped straight to the purchaser.

Thank you, **Cookie**

**Jacque Moore is also a HUGE supporter.**

<http://store.3rwc.com/operation-topcat>

### **From Edie - MG psalm (found in a pub in Buckleberry, England)**

The MG is my car; I shall want no other.

It maketh me to lie down in wet places.

It leadeth me into paths of recklessness, for its brakes shall fade.

Yea, though I run down the valleys, I push up the hills.

Its readiness to stop discomforts me.

It preparast a breakdown for me in the presence of mine enemies.

It anointest my drive with oil, my car runneth over into the red.

Surely Old Speckled Hen shall comfort me all the days of my life.

I will dwell in the house of the poor forever,.

**From John Moore - need a mechanic ? - Jem Greene** can help you. Certifications - ASE Master Tech, Global 2000 Service Wiring Cert., Certified ALLDATA Automative Information Specialist, Ford FACT Credentials. Former Service Tech at Parkway Volvo. Cell 704.751.7343 or [jemgreene@yahoo.com](mailto:jemgreene@yahoo.com).



## BMCCF - Classified Ads

**From Thomas Clem** - I have several items related to British sports cars that I would like to find if there are any members in your club that would be interested in buying. I have attached pictures and brief descriptions of them for your information;

1. The History of the Austin Healy poster is 16" x 22". I have two of them; one is folded up in an envelope and the other is encased in a frame. I

also have similar posters for the MG. I believe that these are very rare and would think, very valuable to enthusiasts of the cars.

2. An Austin Healy ball cap. This is brand new and has never been worn. Of course, it has always been stored inside and is in new condition. This was purchased at Road Atlanta several years ago at their Mitty Weekend.

3. Two Austin Healy patches. These are about 50 years old and have been used, but are in fairly good condition. These were ones that my father had when he had a couple of Healys, a '60 3000-6 and a late 50's 100.

At one time, in the early 70's, I had the '60 3000 for a while. I had a bad problem with my back that prevented my from driving it so, like a fool, I sold it (at a very unreal low price). Of course, eventually my back problem cleared up to a point that I could have used it, but by then it was too late. I have had a variety of "special" cars since then including a couple of Karmann-Ghias, a VW Thing, a Mazda Miata, and now a Camaro. I would trade almost anything I now have to have my AH 3000 back. I always admired the AH from the time I was about 14 or 15 years old (that was a looong time ago).

For most of these items I will entertain any reasonable offers on them. The exception is the framed posters. They cost \$80 for the framing alone, plus the cost of the posters themselves. I would like to get to one of your meetings or car shows sometime and would bring any of these with me if there is any interest in them from you members.

**From Jim Donovan** - For Sale - Beautiful TR6 \$19, 500. Restored by Ragtops & Roadsters of Pa. about three years ago. The TR6 is red with stripe along sides. Body is perfect with no rust or damage. All chrome redone. New interior & top. Red stripe tires like new with chrome wheel covers. Engine original & runs very well. It has electric ignition. It also comes with a full car cover. There is a lose lief binder with all the invoices & work that was done on the car at Ragtops & Roadsters during restoration & a repair manual. It has a framed technical data sheet and a certified copy of the factory record.

If interested call **Jim Donovan** at 910 458 7916 or cell phone at 910 833 0364.



**For Sale 1969 XKE Jaguar with factory removable hard top -  
Asking \$110,000**

The owner has had this 1969 Jag with a factory removable hard top for 30 years. His asking price is based on his love of the car and his opinion of the presented condition. He now has medical problems that do not let him drive or care for the car. The owner thinks his Jag is a #2 car within the Hagerty rating structure,

This is a special car with many modifications, much like the Eagle Jaguars marketed in England (see HYPERLINK "<http://www.eaglegb.com>" [www.eaglegb.com](http://www.eaglegb.com) for details). This XKE has a blue printed and balanced motor, big valve head with modified cams, lightened flywheel and harmonic damper, competition sway bars with poly bushings, Competition front brakes with slotted rotors, triple Weber carbs, Mallory Electronic Ignition, stainless steel headers with jet coating, new Koni shocks all around and complete stainless steel exhaust system. The original radiator has been re-cored.

The steering rack has been rebuilt. Upper and lower tie rods and ball joints have been replaced, rear end has new seals and the rear wheel bearings have been replaced. The Boot compartment's wood has been totally redone and has new carpeting installed. This Jag comes with the 6 " wide steel wheels shown in the pictures and an additional set of 6 "wide wire wheels.

This car is located in Orange County NY. For more information contacted Jack Carieri at 845-469-6075 (home) or 855-629-1589 (cell) or e-mail at HYPERLINK "<mailto:Jackcarieri@yahoo.com>" [Jackcarieri@yahoo.com](mailto:Jackcarieri@yahoo.com)

**FOR SALE - 1979 Fiberfab MiGi** convertible kit car built with VW engine, transmission and frame. Car body and interior are all original equipment. Engine has new generator, starter and battery. detachable side windows and two types of car covers included. Car still looks good and is fun to drive. Asking \$3,000. Contact -Tony Schultz 910-253-9020.

# **BMCCF** Classified Information:

**BMCCF Regalia - Ralph Jannelli - 704.351.0864**

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

## **BMCCF NAME TAGS**

Official BMCCF name tags are required at all events or when you are representing the club.

Originally ordered name tags are now available from John Moore

\$5.50 Pin Clasp \$8.00 Magnet Clasp

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**Free Advice to BMCCF Members**

*That's All Folks*

*Thank You For your contributions to  
this newsletter*