

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

BMCCF Meeting
July 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:

Charlie Schaefer or
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Visit the website:
www.BMCCF.org

Volume 18 No.7

THE HUB

July 2016

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

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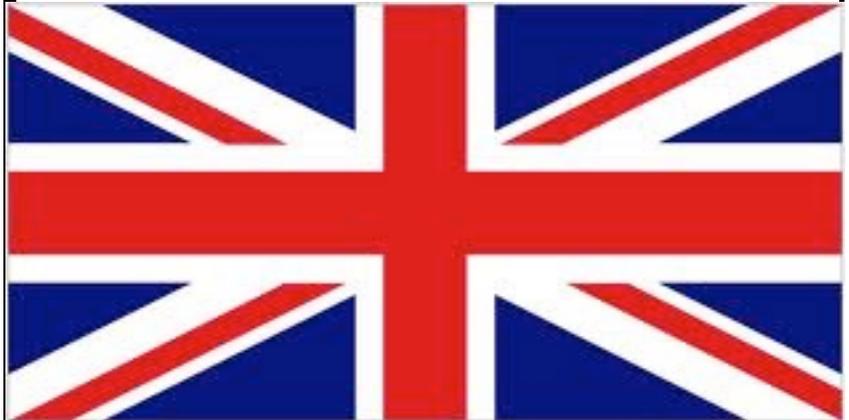
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Prime Minister's Message:

Nothing this month.



BMCCF - MEETING MINUTES

June 16, 2016

Temptations Everyday Gourmet AKA BMCCF Club House

Meeting was called to order at 7:00 PM by Treasurer John Moore.

22 folks were in attendance. Be sure to join us for next month's meeting for a rousing good time!

Three new members were present – Billy and Judy Vaughn, who have a 76 CJ7 Jeep but he is looking for a British car, and their son Billy Vaughn II ('Lil Bill to his friends) who was accompanied by his friend Ginny. 'Lil Bill has a 75 MGB which he is just starting to restore.

The minutes of the May meeting were approved by acclamation.

John Moore thanked Charlie and Donna Schaefer for a wonderful event – Brits in the Gardens. John said the gardens were beautiful, the food was great and the decorations were spectacular. Lots of BMCCF folks – and a few others – enjoyed the day.

Charlie Schaefer provided a report for Bill Massey on the Rims on the River show. BMCCF was very well represented and, although there was a threat of rain, some BMCCF members stayed the entire time. Yes, we mean you, John Moore!

John asked if anyone had any ideas about a site for future car shows. We held the show at the Battleship for years but have now outgrown that site and the last time we had a contract for the show, the Battleship leadership broke the contract in order to host a bigger event. THAT didn't site too well.....

John also asked for ideas for future activities. Ron Jones mentioned a planned September visit to Billy Stevens car storage – more like an airplane hangar - where there are a number of beautiful cars. More info to follow.

Charlie said that the travel activity committee – Susan Roberson, Donna Schaefer, Karen Burr – were on a road trip to Georgetown to scout out hotels, restaurants and activities for an October road trip. A couple of dates mentioned were Oct. 10th and Oct. 21st. Some discussion ensued.

The Myrtle Beach British Car Show is the weekend of Oct. 1st so there was some talk about tying in that show with the road trip. No decision since the travel committee was en route home. Look for more details in the coming months.

Carl Wilson reminded everyone that he is sponsoring a Swap Meet at Autoworks on Nov. 11th. Again, more details later.

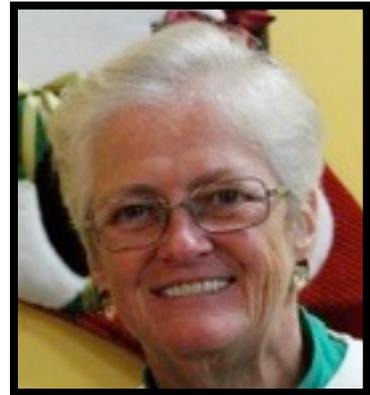
Be sure to put all of these dates on your calendars so you won't miss any of these good times!!

John then delivered the Treasurer's report. BMCCF has approximately \$9,000 in the bank.

John then closed the meeting at 7:15.

Safe driving!

Respectfully submitted,
Pam McMahon



BMCCF CALENDAR OF EVENTS 2016

JULY

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

21st - Monthly Club Meeting



August

18th - Monthly Club Meeting

September

15th - Monthly Club Meeting

24th - Oak Island Jetport in Southport - Tour Seguire Collection. Hosted by Ron & Linda Jones. More in membership section.

October

1st - Myrtle Beach Britfest @ The Market Common, Myrtle Beach (Info in Newsletter).

7th to 9th - Fall Get Away - Georgetown, South Carolina.

20th - Monthly Club Meeting

BMCCF - FALL GET AWAY
Save the Date

- October 7th thru the 9th
- This year we're going to historic Georgetown, South Carolina.
- Accommodations at Hampton Inn overlooking the lovely Sampit River.
- For reservations call 843.545.5000 - \$109 street front / \$119 water front - must mention BMCCF to get discounted rate.
- Enjoy the great restaurants and shops along the charming Front Street.
- Drive to Brookgreen Gardens for a private tour of the grounds and famous sculpture gardens, and
- Spend time enjoying one another's company.

Please contact Karen Burr after you have booked your reservations at karenburr@hotmail.com

The Grand Strand British Car Club would like to encourage all British car owners to attend our annual car show to be held on October 1, 2016, at The Market Common of Myrtle Beach!

The 2016 Myrtle Beach Britfest will be held at The Market Common located on Farrow Parkway between Highway 17 Business and Highway 17 By-Pass. In addition to all of the beautiful British cars, only a block away is The Market Common which boasts lots of shops, restaurants, a cinema, and Octoberfest activities so your weekend will be packed with fun for everyone!

Dash Plaques will be given to all early registration entrants and will be available for some late and "day-of" registrations. Trophies will be presented to winners in each class. A special award for the entry with the "Best Picnic Presentation" will be given. Special "Britfest" t-shirts will also be available. Food vendors, restrooms, local restaurants, and shopping are available nearby all day!

Event Agenda for Saturday, Oct. 1, 2016:

- 9:00 - 11:00 am Show Field Open & Late Registration
- 1:30 pm Popular Voting Ends & Vote Tally Begins
- 2:30 pm Awards Presentation, Raffles, Etc.

New This Year ... Ladies' Tea and Crumpets During the Show!

Off-Road Trailer Parking will be available next to the show field.

If you would like to show off your British automotive beauty, then you need to fill out and mail a registration form today. Early registrations by Sep. 15 are \$25 first car entered plus \$15 for each additional car entered. Late registrations after Sep. 15 are \$30 first car entered and \$15 for each additional car entered. There are over 40 classes from which to choose. Register early and plan to stay all weekend to soak up the fun!

For more information, contact Rod Smith, Myrtle Beach Britfest Committee Chairman, at jrodsmith@yahoo.com or tel. [\(843\) 651-7644](tel:843-651-7644). Or visit our website at www.GrandStrandBritishCarClub.com. This will be a fantastic event, and we would hate for anyone to miss out on the fun!

BMCCF - OPPORTUNITY

ARE YOU INTERESTED



We are planning an outing to visit the new Cape Fear Theater (now know as the Wilson Center) for a guided tour of the facility. I still need to work out parking and possible lunch or dinner. Please let me know if you are interested. The place is amazing. Donna & I volunteer there and we love it. We want to share the wonderful experience with you, our friends.



BMCCF - TR6 - PASSING THE TORCH!

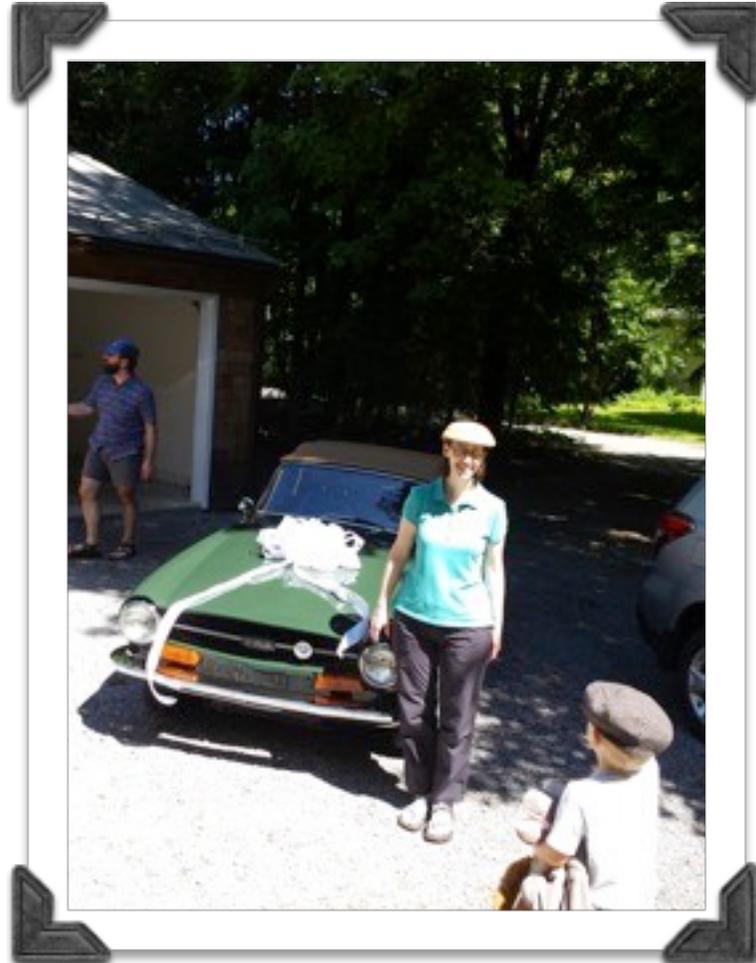
John & Joanne Foster

As part of "passing the torch" to the younger generation of drivers, Joanne and I decided to give our youngest daughter Rebecca, the 1971 Triumph TR6 that I restored in 2012-2016 as a gift for her 39th Birthday.

During early June, 2016, we drove the car from NC to Burlington, VT (a total of 1,175 miles with no problems)

She was very surprised and excited to be a new British car owner/enthusiast !

**- BMCCF Rally Masters -
Warren & Stacy Bender**



BMCCF - MEMBER'S YOUTH SHOT:

Sent to us by David Ward

David wanted to share with you some of his stunts from his youth. Sorry, but he did not specify which one was him.



'Exceptional' Aston Martin found 14 years after theft

🕒 10 June 2016 | Beds, Herts & Bucks



An Aston Martin racing car with "an exceptional history" has been found by police 14 years after it was stolen.

The DB2, which competed in the 1949 Le Mans 24-hour race, was taken in 2002 from Baldock, Hertfordshire.

Police used intelligence to track it down to a storage facility in Eindhoven, Holland, in March this year.

The car's owner at the time of the theft died before it was found so it was returned to a relative. It is being auctioned off for up to £900,000.

Two men convicted of stealing the car in 2003 failed to return to court for sentencing and have never been caught again.

Det Sgt Jo Goodson, from Hertfordshire Police, who travelled to Holland to seize the car, said it was "extremely satisfying" to get the vehicle back.

"It was quite emotional because it's a lovely car with an exceptional history," she added.

The green prototype, which was built as a test-bed for the later production of the

DB2 was the only one of the three Aston Martinis in the 1949 race to cross the finish line.



Ashley Mack, who is now the rightful owner, said his relative Christopher Angell had been left "devastated" by the theft of his vehicle.

"Just before he died in 2003 he was still asking 'has that nice policeman got my car yet?'" he said.

"Even at this stage my heart will be pleased if it doesn't sell, but my head has to acknowledge that it will cost many thousands to restore."

The vehicle will go under the hammer at Bonhams' Goodwood Festival of Speed sale later this month.

Sent to us by Eric the Robinson

**BMCCF - CAN YOU GUESS THE
CORRECT ANSWER?**

**Question: are these a set of Austin Power's teeth or
George Washington's Teeth???**



Either way - YUCK...

A MAJOR MINI PLAYER

By: Stefan Lombard - Hagerty News
Jeremy Thorpe and JET Motors

Jeremy Thorpe stands before the door to his shop in Happy Valley, Oregon. He's dressed in jeans and a blue hoodie, both hands shoved deep into the front pocket. It's a sunny day but chilly, and when he starts talking, his hands emerge required to illustrate all he has to say.

To hear him tell it, Thorpe's story could be a country song. "In 2007, I lost my job [as a tool salesman], my wife left me, she took my son, and I was about to lose my house." The guy was all kinds of out of sorts, so he prayed on it. And the answer to those prayers turned out to be the car that had been fueling his passion since he was a boy: Mini.

He opens the door and we step into a brightly lit place that celebrates the Austin/Morris Mini, floor to ceiling.

Thorpe fell in love with the Mini at age 10, after staying up late one night to watch a rerun of the 1969 film *The Italian Job* on television. He'd never seen a Mini and didn't know what they were. "But oh man," he says, "that was the coolest thing I ever saw." Just after he turned 15, a full year still from driving, Thorpe found one in *Autotrader* for \$1,500. He finagled his way out to see it and then rode shotgun with the seller on at "test-drive."

The thing was straight-piped so it was extremely loud," Thorpe says. "He knew how to hook me." In the look that still brightens his face as he recalls that day, it's easy to imagine the shear excitement of 15-year-old Jeremy Thorpe and 10-year-old Jeremy Thorpe before that. A kid falling in love with a car. "He took me for the



craziest, balls-out, scariest ride of my life, white-knuckled in this little tiny thing. And when we got back I was still shaking. I said, 'I'll take it!'"

For people who know and love the original Mini and the wheee! factor it offers, it's no surprise Thorpe got hooked. He worked on it and made it his own. Then he bought others, fixed those, sold them. Hooked.

When his life hit its crossroads in 2007, "I flat-out went for it," he says. Thorpe started JET Motors — an acronym for Jeremy Edward Thorpe — in a shop behind his house, and the customers just kind of fell into place. His first customer was a guy who'd heard Thorpe was "the Mini guy," and he simply walked up his driveway to ask if he had a transmission. "Yes!" I said. "Yes I do!" Thorpe sold the unit for \$600 and made his house payment. "Then there was the next guy, and the next guy, and then it just snowballed and grew." He's never looked back.

Eventually he bought another house, with a bigger shop, which is where we are today. It is a small, unimpressive, building. It is not sprawling, not cavernous. But when your projects are only 10 feet long, and all their associated parts sized accordingly (no big-blocks here!), everything balances out. He doesn't even need a lift.

Thorpe soon hired a small crew to help him meet demand, and now JET Motors is known worldwide for the quality of its restorations and the cars it sells. It probably helps that the "test-drives" he offers to potential clients are very much in the spirit of the one that dazzled him at 15. "I learned from that guy," Thorpe says. "When I take people out, if I drive mellow, they're like, 'Hey, this is nice.' But if I drive like an idiot, they say, 'This thing's insane!' and I sell the car every single time." He punches his fist into his open palm to emphasize the words. Every. Single. Time.

It's not long before he offers me a "test-drive" in his Moke, the funky open version of the Mini that gives any Fiat Jolly a run for its money. In fact, highly tuned and resplendent in a light blue and orange Gulf livery, Thorpe's Moke gives just about anything a run for its money. He races the thing and loves to embarrass people with it. Onto the two-lane just beyond his neighborhood, Thorpe mashes the throttle, away we go and there is that wheee! factor. If only I'd had my cash on me...

Today, Thorpe's business is thriving, which he attributes not just to the work going on in his shop but also to a solid YouTube channel. JET Motors produces a series of videos that illustrate the wonderful world of Mini and just how fun — and

fast — the cars can be. The channel has a bit of a cult following all over the world, and Thorpe can honestly say that he is huge in Japan. No surprise; nearly 5.4 million Minis were built at more than 20 factories around the world during the production span from 1959–2000, so they are nearly everywhere. Coopers, Countrymen, Travellers, Mokes et al. We will never run out of them.

That's good news for Jeremy Thorpe, who is fully at ease among these cars that have always fueled his passion and now power this chapter of his life. It's a safe bet he'll have plenty of Minis to place with plenty of customers for a long time. If you're in the market for a classic Mini, or if you just want to go for a "test-drive," Jeremy Thorpe will be all too happy to oblige. Visit jetmotorsmini.com for more.

Hemmings Find of the Day

1966 Triumph Herald 1200

[Dave LaChance](#)

As part of the U.S. press introduction of the Triumph Herald in 1960, a factory Herald Build Team assembled a coupe from its components as the writers

looked on. Mike Cook, who was a part of the team, writes about the experience in his hugely entertaining [Triumph Cars in America](#):

We attached body sections, installed seats and battery, and hooked up hydraulics and wires, while Alan [Bethell] discussed the independent suspension, the unique forward-opening hood, which revealed not only the engine but the front suspension, and safety items, like the crushable dash made of compressed fiber, and the collapsible steering column. Members of the audience craned their



necks and even stood on chairs to see the process. When we closed the bonnet and stood back, Alan marched over from the podium, entered the car, sat down, and twisted the key. The engine roared to life and he demonstrated the Herald's famous lock (turning circle) of 24 feet, by driving it in a circle in front of the press, who applauded boisterously. We were a hit!

The Herald was a hit around the world, too, with a production run of more than 510,000. Designed as the replacement for Standard-Triumph's small cars, the Herald was offered in sedan, coupe and convertible form, and became the first of many Triumph products to be styled by Giovanni Michelotti. Even in 1960, the car's body-on-frame construction was somewhat dated, but it was employed out of necessity; rival BMC had bought up Standard-Triumph's former body supplier, Fisher & Ludlow, and the only other company that might have been able to supply unit-bodies, Pressed Steel, was already running at capacity. The Herald's body panels could be produced by smaller suppliers.

The first Heralds used the 948-cc four-cylinder engine inherited from the previous Standard 10. The Herald 1200 range was introduced in April 1961, with a 1,147-cc version of the inline-four. A station wagon was added in May 1961, followed by a Courier van in October 1962. Front disc brakes became optional in October 1961. The final variant, the 13/60, appeared in October 1967; it shared its 1,296-cc four-cylinder engine with the Triumph 1300. The Herald stayed in production until 1971.

This [1966 Triumph Herald 1200](#) convertible for sale on Hemmings.com is advertised as being in original condition, with a little over 55,000 miles on the odometer. Though the seller's description is somewhat cryptic, we can see that the car has benefited from an alternator conversion, at least.

Contemporary ads pointed out that, while the Herald was the lowest-priced convertible available in America, at \$1,949, it still offered bucket seats, a four-speed transmission, four-wheel independent suspension, rack-and-pinion steering and a top speed in excess of 80 MPH. These are usable and unusual cars that are easy to keep running, thanks to the many components they share with the Triumph Spitfire, a car derived from the Herald. If originality isn't your thing, there are any number of performance upgrades developed for the Spitfire that will work just as well on the Herald.

From the seller's description:

1966 Triumph Herald, 55,374 miles, original condition. Very solid, runs and drives great, view pictures online. \$8,950.

Practical Classics Guide to Triumph Stag

The Triumph Stag combines classic car style with on the road fun. The noise, the looks, the effortlessness... it's an intoxicating driver's car and has been underrated for years. Now *Practical Classics* magazine has released their "Complete Guide to the Triumph Stag".

History File

Concept to reality
The road to the first Stag was not straightforward.

Click to read

From paper to prototype

The design and evolution of Triumph's problem child, and the many hurdles it faced

Like so many of the finer things in life, the Triumph Stag was often a result of a spark of inspiration rather than the result of a carefully formulated plan. It was a car which was widely considered a failure, it had never been part of Triumph's plans to offer a large sports car. It was a styling exercise that was not intended to be a reality. They decided to build it.

Triumph's first convertible coupe had been the beautiful price of 1966, a car which had been introduced for its elegant proportions and its lack of sporting pretensions. But the game was high. Triumph's past, with classic and timeless roadsters popular touring models in the Newport and West End models. While the original design of the Stag was a classic and elegant roadster, body changes were easy.

'The Stag would be the first open tourer from the marque in almost twenty years'

Time test The Stag was the first open tourer from the marque in almost twenty years.

www.practicalclassics.co.uk

Quoting their announcement, “lavishly illustrated, this volume collects a wealth of historical, technical and personal insight from the pages of *Practical Classics* magazine, including the full Stag story: from drawing board to production, an exclusive foreword by ex-Standard Triumph Development Engineer, Dennis Barbet and rally legend Russell Brookes’ personal take on the Stag at the limit.”

Buying & Owning

Practical Classics gets to the truth about the much-maligned Stag V8. Complete with tips and guidance for project buyers and budding restorers alike, we’ll tell you how to buy a good one without getting your fingers burnt.

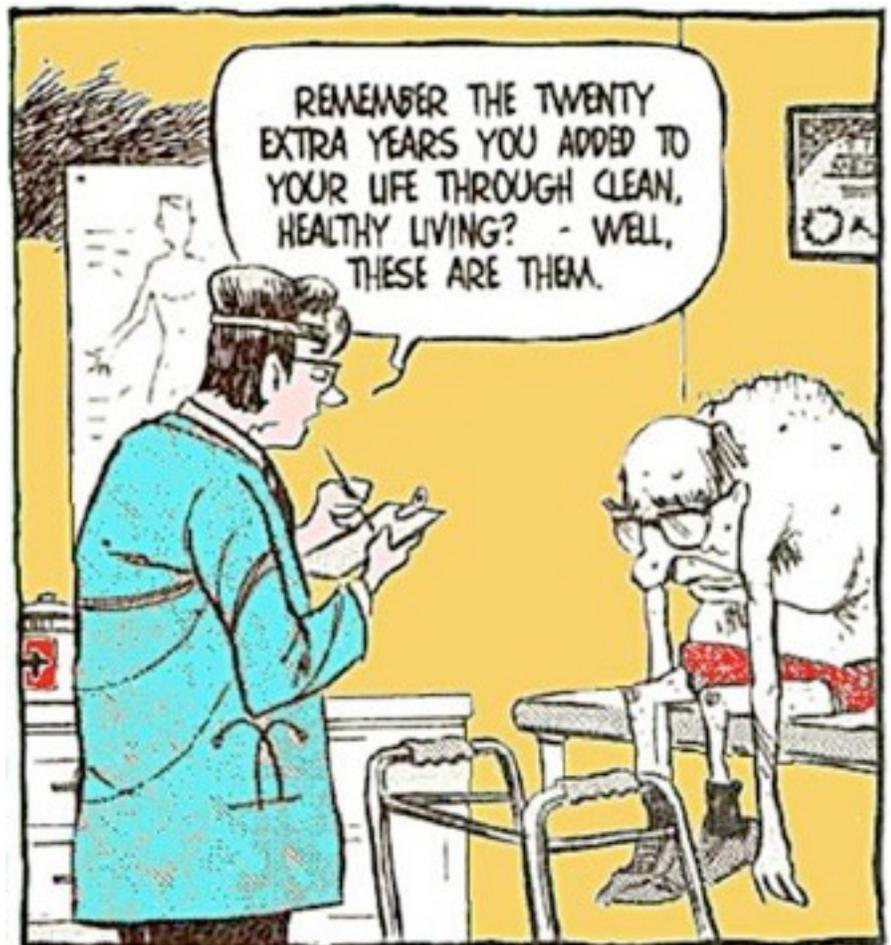
Restoring & Maintaining

Epic tales, myths and legends. Readers’ rebuild tales of woe and wonder. Service guides and maintenance tutorials to keeping your cherished Stag in tip-top order.

Driving & Enjoying

The story of the Stag told from beginning to end with period adverts, anecdotes, and interviews. Followed by road tests and comparisons that lift the lid on what this British icon means to the classic car enthusiast.

For more information, a preview, or to order, check out the [Classic Cars For Sale website](#).



BMCCF - Membership Items:

From Ron & Linda Jones - I recently spoke with Rose Seguire concerning a visit to their fabulous car collection at the Oak Island Jet Port in Southport. We have set a date of **September 24th at 1:00 PM**. We will meet at the WalMart parking lot in Leland at 10:30 AM and depart 11:00 AM for Caswell Beach where we will have lunch at the Oak Island Golf Club. From there we will travel about one mile to Billy and Rose's hangar at the Oak Island Jet Port. Immediately after our visit club members are invited to our home for deserts and refreshments. We will provide all the details to BMCCF members in the future via Emails and the BMCCF newsletter.

If you have any questions or concerns involving this matter, I can be reached at (910) 454-9784 or (910) 616-3951 or via Email at ronjones@ec.rr.com

BMCCF - Classified Ads

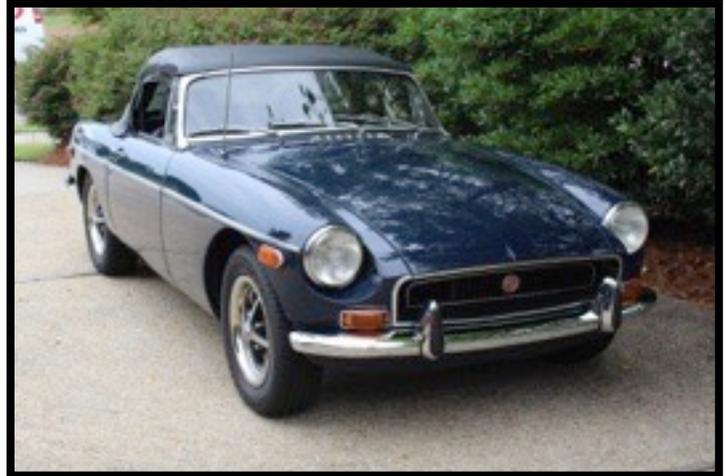


From the Burr Classic Car Estate - For Sale:

1957 MGA. A straight and reliable, well-kept, solid body car. Only two owners in the last 20 years and always garaged. Knock-off wire wheels and new tires. Side curtains, tonneau and top good. Black with red interior. All original \$23,500. Call Karen Burr, 910-256-1289.



1972 Chrome Bumper MGB. Excellent condition, extremely reliable, 47,000 miles, original engine. Recently professionally painted, no rust, always garaged. Top, tonneau, boot cover, interior and tires all excellent, all mechanics excellent, oil cooler, new trunk liner. \$8,750. Call **Karen Burr**, 910-256-1289.



From Linda Masters - A friend of mine lost her husband the end of January 2016 & has his car for sale. She like most of us ladies doesn't know much about car pricing. But this is what information she gave me: **FOR SALE _ 1996 HONDA PRELUDE SHV**, red in color; 78,000 original miles; standard transmission one owner. Asking \$7500. Contact Connie Ward @ 1-910-270-0585 h or 1-910-274-1331 cell.

1974 MGB For Sale - This is my '74 "B" that I, the wife, kids, and now grandkids have enjoyed for many years, and now I would like to pass on to another family to create their own memories. It has been well taken care of, and like anything that is 43 years old will continue to need the TLC that only an enthusiast can provide.

I am giving local car clubs the first opportunity so if you have a member without a car, or friend that would like to experience British ownership, please pass this along. The '74 MGB is quite collectible, being the last of the chrome bumpers and "low rider" cars, and deserves a good home. The mileage is actual, (79,400) not rolled back as some others that are out there, and is priced on the lower end of the mid-range. Runs well, new tires, fuel pump and tank. Carpeted boot with tire cover, operational lights, gauges and electrical. Priced at \$12,000.

Frank Blalock Sanford, Nfblalock46@gmail.com (con't on next page)

- Restored in the early 90's with minor surface blemishes
- Always garaged, not driven in inclement weather
 - No rust
- Roof with zip down rear



For Sale - 2001 Mazda Miata - 49,600 miles - Garage Kept - BEAUTIFUL CONDITION - power windows - A/C - Alloy Wheels - 5 Speed Manual Transmission - Luggage Rack - Glass rear window with defroster - Roof like new - Leather seats - Wooden Shift Knob-New Battery-This car would be considered EXCELLENT !!! Contact - Cy 910.616.6077 **\$9,500** (negotiable).



WANTED - I'm looking for a project Austin Healey 3000 with roll-up windows. Any condition is fine or I can purchase a restoration that someone has started. Appreciate any contacts you can make for me or simply keep my name on file. Thanks - **Bob Johnson** phone 301-938-5933 bob@natellihomes.com

FREE - Wine Cooler - brand is Avanti, friend gave it to me, motor a little noisy (not sure why, but seems to work). I have never used it, tired of seeing it in my garage. Call Charlie 910.208.3259.



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