

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

**BMCCF Meeting**  
**October 20th**  
**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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[www.BMCCF.org](http://www.BMCCF.org)

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**THE HUB**

October 2016

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

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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:**

It is that time of year again when we nominate people for the club officer positions and two board members. Please remember you can nominate yourself for a position, the current occupant or any other club member, assuming that member has expressed a willingness to be nominated. The officer positions are: President, Vice President, Secretary and Treasurer; there are also two board member positions that are open. Ideally, we will have a good turn-out for our next club meeting for the nominating process; if you cannot make our next club meeting you can email your nominations to me at [stevendonatone@gmail.com](mailto:stevendonatone@gmail.com) any time prior to the meeting. I would like to see some of our members who have never served in any capacity to step up and self-nominate for one of the positions.

Elections will be held in November with the results announced at the November meeting; ballots will be emailed in early November and distributed at the November meeting.



**Steve**

**BMCCF -**  
**MEETING MINUTES**  
**Sept 15, 20116**

**Temptations Everyday Gourmet**  
**AKA BMCCF Club House**



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

39 people were in attendance – a very good showing!

The minutes of the August meeting were approved by acclamation.

Three new members were present and even paid their dues. Welcome.

Norm Yeo recently purchased a 1953 MGTD.

Dennis Pittman has a 1968 MGB.

Jon Kataisto has a 1968 Morris Minor.

The club fund balance of \$8889.00 remained unchanged. The additional \$75 from our three new members will be added next month. John does expect some expenses as a result of the Georgetown trip.

Eric Robinson talked about activities.

Eric and Bruce Alcorn are working on a location for the 2017 car show. Eric has talked with the folks at Mayfaire who were receptive. More discussions with them are needed. Bruce said there is a spot on the north riverfront that could work. He and Eric will meet to check that out. Eric is looking at late April/early May for the show. John Williamson asked Eric to be sure not to schedule the show for the same weekend as The Gathering (Apr 21 – 23, 2017). Eric assured the members that he is consulting all of the calendars to schedule for a day when there are as few competing events as possible.

Eric continued to discuss upcoming events. The Myrtle Beach show is Oct. 1st. Eric will send an email coordinating a caravan for Saturday morning, probably meeting in Supply. Be on the lookout for that email.

Ron Jones discussed the trip to the jet port to see the car collection. So far only 3 people have contacted Ron so Ron asked for a show of hands of people who are interested. 8 or so hands went up so Ron will confirm the trip. ***Please*** contact Ron Jones to let him know you are interested or if your plans change.

Eric highlighted a few more events including a request from the CUE Center for Missing Persons to display our cars Oct.15th. In the interest of space and time, I won't duplicate all of the events that are already available on the events calendar at our website – [bmccf.org](http://bmccf.org).

Carl Wilson talked about the BMCCF Swap Meet to be held at Autoworks on Nov. 12<sup>th</sup> from 9AM until about 3PM. The folks from O'Reilly Auto Parts will participate and will provide coffee and donuts. Regarding food, Car is looking into a food truck, there are several restaurants of various types close by and you can even bring your own lunch and snacks. If you would like, also bring a tent and chairs. Drop in anytime and stay as long as you like. Our friends from the Myrtle Beach club have said they will join us. Should be a fun afternoon.

Ron Jones said he would bring his camera to BrookGreen Gardens during the Georgetown weekend and take pictures of the cars for a possible BMCCF calendar of cars. Ron said the minimum order for a calendar is 50 units at approximately \$8 per. Ron asked who would be interested in a calendar. It was unanimous!! All are interested. Even if you don't bring a car to BrookGreen Gardens, Ron can use a computer file (.jpg, for example) for the calendar. Send the file(s) to Ron with some info on the car and he will put something together. If you do not have a picture of your car and would like to have one taken and if you are not going to Georgetown, let Ron know. He may be able to set up a meeting spot for those without pictures and take a bunch at one time. Lots of options to get pictures of our beautiful cars.

Ron also suggested we create a gallery on the website. A calendar only has 12 pages and a cover but a gallery on the website could have hundreds of pictures and stories about the cars. Let's get some pictures first then determine the next steps.

Lynn Wilson has been doing an ***outstanding*** job on keeping the website updated so she would be indispensable if the club wants to have a gallery on the website.

Steve reminded the members that elections for officers and members of the board of directors will be held at the November meeting. All officers serve annually so all officer

positions are up for election. Board member's serve a three year term. The board of directors seats now held by Edie Cutler and Donna Schaefer are up for election. At the meeting next month, October, Steve will entertain nominations. Please consider getting involved at this level or serving on a committee – it's a LOT of fun.

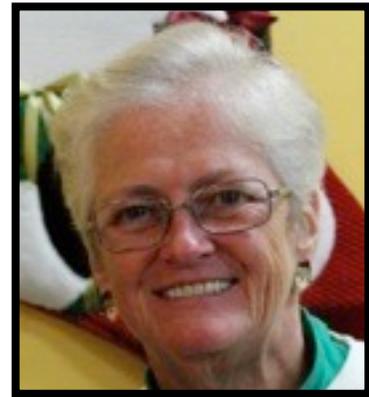
Eric talked about showing a movie after a club meeting. He has already talked with the Temptations folks and they are agreeable. Eric has a bunch of films about cars/ restorations/etc. which could be shown. Good idea?

Charlie Schaefer then tried to give away an old 19" TV but he had no takers. As they used to say, *Sorry Charlie*.

Steve adjourned the meeting at 7:35.

Safe driving and Safety Fast!

Respectfully submitted,  
Pam McMahon



# **BMCCF**

## **CALENDAR OF EVENTS 2016**

### **October**



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

**7th to 9th - Fall Get Away - Georgetown, South Carolina. We meet at 9th. Leland (Charlie Macgrooders) at 10:00, or pick-up at the Hardees, off Hwy. 17 in Supply for those south of the river. Route directions will be sent to participants by email.**

**20th - Monthly Club Meeting**

29<sup>th</sup>. The British Car Club of Charleston 32<sup>nd</sup> British Car Day 9:00 am - 4:00 pm. @ Mt. Pleasant Memorial Waterfront Park. MT. Pleasant, SC.  
Info: britishcarclubcharleston.com or call: 843-696-0910

## NOVEMBER

?? Rolling Sculpture Exhibition @ NCMA. Invitation to show cars. See flyer sent 7/31. Details of our trip will be sent to those who have signed up once finalized.

12<sup>th</sup>. British Car Swap Meet & Gathering @ Autoworks. 202 Antilles Ct. Wilmington. O'Reilly Auto Parts will sponsor coffee and donuts. Everyone welcome. From 9-3pm. First come first served for space. Bring your own chair/table. No charge.

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

**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.**

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## **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](mailto: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!**

**Eric is driving down early Saturday morning he is looking to set up a British convoy**

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](mailto:jrodsmith@yahoo.com) or tel. [\(843\) 651-7644](tel:843-651-7644). Or visit our website at [www.GrandStrandBritishCarClub.com](http://www.GrandStrandBritishCarClub.com). This will be a fantastic event, and we would hate for anyone to miss out on the fun!



**North Carolina Holiday Flotilla**  
*Antique, Classic, & Special Interest Car Show*

Part of the Festival in the Park  
**Wrightsville Beach Municipal Park**  
1 Bob Sawyer Drive,  
Wrightsville Beach, NC 28480

**Saturday, November 26, 2016**

- Registration 10:00-11:30AM - Judging begins at 12:00 noon - Awards presentation scheduled for 2:00PM
- Trophies will be awarded for Top 30 and Best of Show
- Dash Plaques to the first 75 registered
- All entries should have a fire extinguisher

For more information contact:

Richard Steinkopf (910) 796-0134 [Rascar66@ec.rr.com](mailto:Rascar66@ec.rr.com)  
Matt Hinson (910) 471-0797 [matthew.c.hinson@gmail.com](mailto:matthew.c.hinson@gmail.com)

<http://www.ncholidayflotilla.org/>

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Pre-Registration – Deadline Saturday, November 19, 2016	\$12.00 per vehicle
Show Day (10:00-11:30 AM)	\$15.00 per vehicle

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

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

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

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

I understand and agree that I will not hold the North Carolina Holiday Flotilla or the Town of Wrightsville Beach or any of its sponsors responsible for any damages, thefts, or other liabilities incurred during this event.

Signature \_\_\_\_\_

Make Checks Payable To: **North Carolina Holiday Flotilla**

Please Mail To: **Richard Steinkopf, 4308 Fireside Court, Wilmington NC 28412**

# Having Better Club Meetings

Sent to us by - Ron Foster

British car enthusiast Greg Prehodka was challenged with this situation when he “volunteered” to run the monthly meetings of the [MG Car Club – Central Jersey Centre](#) (in NJ) a number of years ago. After he joined the club, he found their monthly meetings boring and lacking substance. They would hold a simple business meeting and then everyone went home. So he stepped up to the plate and “volunteered” to run the monthly meetings to improve them.

Greg has been involved with British cars since the 60’s and had many years of experience in helping to run other MG and British car club activities, including vintage racing, and would draw from his experiences. He also applied his planning engineering background to lay out a plan and to involve others. As he took over the meetings, attendance rose from about 20 folks per meeting to around 50, as members began looking forward to the meetings and having FUN! He surveyed members for what they wanted, added social aspects to the meetings, got speakers to come in, got a budget for snacks, added a raffle, did some creative things – and much more! He ran the meetings for about five years until he moved to Nazareth, Pennsylvania, at which time he reflected back on his MG club meeting experiences.

He wrote a detailed document (including an appendix) about the meetings and the results of his changes, with the hope that other clubs might find his reflections helpful to give them some ideas for their meetings. No two clubs are exactly the same and each has its own personality, but there is much overlap in car related subjects of interest. His article provides food for thought about your club meetings and what you might try. Maybe your club meetings could be better! If you would like to see his full article, click here:

[PDF Format Link](#)

# 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.



## Garage Tours

Written by Carl Heideman

These days there seem to be more big events, tours, races and auctions than ever before. Cars are going ever further over the top, the crowds keep growing, and the action never seems to end.

While these events can offer a lot of fun and reward, they're sometimes overwhelming and complicated. What do you do when you just want to go for a drive and celebrate the car hobby?

Our favorite answer is the garage tour. We've organized many of them using a straightforward mantra: Keep it simple.

These tours have two primary goals: see other people's garages (and their projects) and get some seat time in a fun car. We generally set aside a Saturday afternoon, put three garages on the tour, and invite 10 to 15 people and about half as many cars.

Along with our goals, we have two rules: Nobody cleans up, and only fun cars drive on the tour. Of course, if someone doesn't have a fun car available, we put them in the passenger seat of someone else's or loan them something. We generally pick garages that are fairly close to each other, but still offer everyone a chance to rack up about 30 to 40 miles over the course of the afternoon. We ask the garage owners to be ready to discuss some of their favorite tools, cars or wall hangings. We usually keep refreshments out of the equation to eliminate pomp and circumstance, and we welcome new friends—and garages—whenever we get a chance.

We love to mix themes and styles on our tours. Our last tour included a shop filled with European cars, one with an early-Ford theme, and another containing fairly modern stage rally cars—with space left over for a garage band. Tour participants loved seeing things they weren't used to seeing, and everyone learned something.



We like to schedule these tours at the beginning or end of the driving season. They provide a great way to motivate each other to get our cars prepped for upcoming use, and let us celebrate something we've done with our own projects—whether it's a fresh restoration or just a good detail and sorting job. We usually spend about an hour at each garage and caravan together to the next one. We pick routes that are scenic and slow so that we can enjoy all the cars as well as our own.

These tours aren't about being impressive; they're about having a good time. A one-stall shed can be as much fun as a full-blown professional shop, especially if it's got some creativity invested in it. We like to put every kind of garage on our tours so that they can provide inspiration to every budget. Our significant others may come along, although many times they don't. Sometimes we'll turn the last stop into a small party with snacks, pizza or maybe a cookout. That usually brings out the family and makes the whole day into a great social affair.

A problem we've found is that tour groups grow too large over time. We try to bring new garages into each tour, and with each new garage comes more participants. We find it a bit difficult to accommodate more than 20 people; not only does the organization need to be tighter—remember, we want our tours to be grassroots in nature—but we also grow concerned about the privacy of the garage owners and their neighbors.

One fix is to encourage the tour groups to split and start splinter tours. Another fix is to keep the planning absolutely last-minute—we often plan a Saturday tour just a couple of days in advance.

If you're looking for some relaxed fun between your next few events, consider getting a group of friends together to go look at each others' garages. You can rack up a few miles in some fun cars, it doesn't require much planning or effort, but it should still deliver a fun, memorable outing.



## **Tech Tip - Leaks and drips: keeping oil stains off of your concrete** (from Classic Motorsports)

I'm in the middle of a head gasket job on a car, and it is a messy job. Oily coolant oozes from numerous places in the engine bay, threatening significant stains on my concrete floor.

In the past when I would pull an engine or otherwise do major service (i.e. messy service) I would use a piece of cardboard to catch dripping oil and coolant.

This doesn't work well. The oil soaks through relatively quickly, and then you have to try and fold up a piece of cardboard into the trash because you can't recycle that ish.

Insert stroke of brilliance:



Pee pads, wee wee pads, training pads. Whatever you want to call them, slide one under the car before you start. Advantages:

- Cheap
- Readily available
- Wide range of sizes
- Super absorbent: can soak up tons of vehicular life blood
- Easy disposal
- Doesn't obstruct heavy casters on the engine hoist or floor jack

Not just for major projects either: if your vehicle "marks its territory", a pad under the car keeps it off the concrete too. Wind will blow them around a little, so weight the corners down if you find them shifting. Or perhaps some tape?

## 1962 MG MGA Deluxe

From Hemmings Daily - By Richards Lentinello

It's one of the prettiest sports cars ever made. Blessed with delicate, flowing lines, the MGA's persuasive form is the reason behind its magnetic appeal.

In production from 1955 to 1962, the first MGA model was the 1500 roadster, followed by the 1500 coupe for 1956; both models were powered by the 1,489cc B-series four-cylinder engine. It produced only 72hp, but returned about 30 miles per gallon. Then, for the 1959 model year, MG offered a high-performance version called the MGA Twin Cam. Its engine was a twin-cam four cylinder that displaced 1,588cc, which developed a welcome 108hp. The racy-looking Twin Cam model was fitted with several distinctive changes that set it apart from the standard MGA 1500 such as Dunlop knock-off solid wheels, four-wheel disc brakes, a higher redlined tach and a different heater blower unit, plus the signature "TWIN CAM" badging on the hood.



For the 1960 model year, MG introduced the 1600 Mk I. It was essentially the same as the 1500, but sported an 80hp 1600 engine, front disc brakes, a "pushed in" grille and upright taillamps; some 31,501 Mk I's were made. Then, for 1961, the MGA's final year in production, there was the 1600 Mk II. This model had an even larger 1,622cc engine that made 90hp, and a close-ratio four-speed gearbox; just 8,719 were built.

The high-performance MGA Twin Cam remained in production until 1961, after which some 2,210 rolled off the Abingdon assembly line, which was quite low compared to the 58,750 1500s that were produced. But when the Twin Cam's production ended, there were still so many of its distinctive components left over that MG decided, instead of scraping them, to install them on some of the 1600 Mk I and Mk II's; thus was born the MGA Deluxe.

Although the MGA Deluxe was the only MGA model not given a separate identity, it has the distinction of being the rarest MGA ever made. A mere 82 examples were made using the 1600 engine, while just 313 of the more desirable Mk II Deluxe—which used the more powerful 1,622cc engine and close-ratio gearbox—were built. Today, the Deluxe is the most sought after MGA to own because it combines all the fine attributes of the Twin Cam model, such as its chassis, knock-off solid wheels and four-wheel disc brakes; but instead of the somewhat troublesome twin-cam engine, it has the ever-durable B-series engine, making it the one MGA that incorporates the best of everything.

Our feature car belongs to noted MG restorer and collector, Dr. Carl Meyer, a dentist in upstate New York. Besides being a rare MGA Deluxe roadster, this car is an unrestored original, and still sports its factory-applied black paint and red interior; even its convertible top and spare tire are original and in excellent condition, and it's also equipped with the rare Derrington wood steering wheel.

“What I like most about this MGA is its original condition, and the fact that it has all its original tools, owner's manual, top, side curtains, etc.” Meyer said “The interior is untouched, as are the seats and door panels, although there is some noticeable wear of the FurFlex door seals. The original vinyl scuttle is excellent and unique to the Mk II.

“Maintaining the MG's originality is not that difficult,” he said, “if you service it and store it properly. Routine maintenance and driving it periodically simplify the task.”



# Are these the most beautiful cars in the world?

Sent to us by - George Czrew

## 14 cars and three motorcycles make up 'Rolling Sculpture: Art Deco Cars From The 1930s and '40s' at NC Museum of Art

If you could abandon practicality, performance and price and design cars solely with beauty in mind, you would find yourself in one period of automotive history -- the Art Deco movement of the 1920s through 1940s. Museum curator, [Pebble Beach](#) organizer and chief class judge as well as sometime Autoweek contributor [Ken Gross](#) loves the Art Deco movement and is celebrating it with a new exhibit at the [North Carolina Museum of Art](#) in Raleigh running from Oct. 1, 2016 to Jan. 15, 2017.



"Rolling Sculpture: Art Deco Cars From The 1930s and '40s" celebrates Art Deco cars and motorcycles of that period. It is the third Art Deco collection Gross has guest-curated (and his ninth automobile exhibition). The first Art Deco car exhibition was "Sensuous Steel" at the Frist Center for the Visual Arts in Nashville, Tennessee, in 2013 and the second was "Sculpted in Steel" at the Museum of Fine Arts in Houston, Texas, earlier this year. Both of them were very well-received.

For Raleigh, some of the cars are carried over, but some are new, including two motorcycles. So if you saw the other exhibitions, you'll see something new in North Carolina. All celebrate one of the most fascinating periods in transportation design.

"During the Art Deco era (although it was not so named at the time), auto designers were fascinated with streamlined forms, aircraft-inspired details and the elegant minutia of Art Moderne design," said Gross. "As a result, architecture, fashion, steamships, railroad locomotives, electric mixers, even pencil sharpeners were designed with streamlined (some called it "cleanlining") elements."

Some time ago, Gross compiled a list of cars, and a few motorcycles, that he thought met this design criteria. Some were obvious, Gross said, like the [Cord](#)

[810/812](#), with its elegant melange of angular and curvaceous forms. The [Chrysler and De Soto Airflows](#), while not the sales success Chrysler anticipated, are fascinating to look at today -- especially when you compare their streamlined shapes and design nuances to fast passenger locomotives of their era. The [Pierce-Arrow Silver Arrow](#) was built to win a design competition at the 1933, "A Century of Progress," exhibition which was also called the Chicago World's Fair. [Duesenberg](#) sent the Arlington Torpedo SJ sedan, often called the "Twenty Grand"; [Cadillac](#) countered with its "Aero-Dynamic" fastback coupe and [Packard](#) sent "The Car of the Dome."

"But Pierce won," Gross said. "With a brilliantly modern design that made the others, even the Cadillac, appear old-fashioned. We have one of those daring Silver Arrows in the exhibition; just three survive out of five built."

Another change for the Raleigh exhibit is that Gross substituted a front-wheel-drive, low-slung 1930 Ruxton Model C Sedan with a Joseph Urban paint scheme for the ex-Frank Lloyd Wright L29 [Cord](#) that was in the earlier exhibits, and a [Peugeot](#) Darl'mat coupe for the [Delahaye 135M](#) Figoni coupe.

"But the design principles are the same," Gross said. "These cars are sleek, curvaceous, bold and daring for their time -- and everywhere you look, there are Deco-inspired details."

Also, the Petersen Automotive Museum in Los Angeles loaned its Figoni-bodied [Delahaye 135M](#) roadster as a substitute for Miles Collier's similar car. But Bill Marriott's [Talbot-Lago](#) T150-C-SS Teardrop is back again.

It's not all French-bodied beauties, though.

"Visitors love the [Stout Scarab](#)," Gross noted. "They have no trouble seeing it as the forerunner to the minivan, but people in the mid-1930s didn't understand it, and its heady \$5,000 price tag discouraged sales in the mid-Depression era." Other cars are unique in their designs.

"Andre Dubonnet's one-off [Hispano-Suiza, 'Xenia,'](#) resembles an airplane without wings," Gross said. "Aircraft designer Jean Andraeu styled it and Jacques Saoutchik built it -- that's a nice pedigree. Its trend-setting panoramic windshield, gull-wing side windows and cantilevered doors are frosting on the cake."

Does it all define Art Deco?

"People have asked me to define Art Deco as it applies to automobiles. I think it's like the judge who was asked to define pornography. Supreme Court Justice Potter Stewart didn't try to define it. Instead, he said: 'I know it when I see it.'"

Gross suggested a “more dignified” description of the term came from Mark Scala, who was chief curator at the Frist Center exhibit: “While not easily defined, Art Deco in the broadest sense may be seen as a synthesis of the decorative ideals of the Arts and Crafts movement and the Vienna Secession, with echoes of the art of classical antiquity, Cubist allusions to the simplicity and force of primitive sculpture, and the Futurists’ embrace of the machine age.”

Gross added that “...the designers of these cars weren’t concerned as much with function as they were obsessed with fashion. Fuel economy, safety, crash resistance, practicality, etc., were secondary to producing designs that, in their era, took one’s breath away — and many of them still do.”

Gross offers a third perspective on defining Art Deco when he quotes Gary Vasilash, editor-in-chief of Auto Design and Production magazine, “...the Art Deco style can be characterized as the combination of broad gesture and fine detail.”

Even in a large museum exhibit, though, you have to be selective.

“When you only have 17 objects in a museum exhibition, each must be a visual feast, with unique stories, perhaps famous owners, certainly noted engineers and designers, and a melange of the intricate details we love about Art Deco design. It goes without saying that fine craftsmanship, clever mechanical features -- like the disappearing headlights and the folding metal top on the [Chrysler Thunderbolt](#) -- and stunning style are important factors. Due to modern regulations, especially safety, fuel economy and certainly advanced electronics, we will never see cars built like this again, so it’s important to display them.”

Among the most interesting items on display are the three motorcycles.



“There were not as many Art Deco motorcycles as cars,” Gross pointed out. “Although many Deco elements found their way into styling and engineering details. The [Indian](#), with its flowing valenced fenders, shaped like a chief’s war bonnet, its clever use of two-tone colors (because DuPont was involved with Indian), and the sculptural details of the cooling fins on its four-cylinder engine, are perfect examples. O. Ray Courtney’s svelte streamlined [Henderson motorcycle](#) is unique and still remarkable, and [BMW’s](#) R7 Concept, with its fully

enclosed streamlined bodywork, and the curious fact that it was lost for decades, is a perfect Art Deco story.”

So fire up the [Delage](#) and start planning a reason to go to Raleigh sometime between **Oct. 1 and Jan. 15.**

**[Mark Vaughn](#)** (author) West Coast Editor Mark Vaughn covers all car things west of the Mississippi from his Autoweek lair high above the LA metropolis.

## **BMCCF - Membership Items:**

**From John Foster** - We attended the British Invasion, (largest all British Car Show on the East Coast ) in Stowe, VT. on Sat. Sept. 17, 2006. There were over 550 cars pre-registered for the show. The day was great for a sportscar drive from Shelburne, VT. where we were staying. The twisty hills and nearly deserted back roads made for scenic top-down motoring. Our entourage included a 1959 MGA and 1971 TR-6 as well as a "chase car" with our 4 year old grandson. Spectator general admission was \$15.00 for a 2-day pass to the show. It appears that many car shows in the Northeast charge spectator fees as well as car show participants. **John & Joanne Foster**



## **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.**

**Jaguar XK8 Parts:** One set new rear shocks (Bilstein) for XK8 (N/A) 97-2006. Aluminium thermostat housing assembly (new) for 4 Litre N/A V8, with new thermostat. Miscellaneous electrical bits of dubious value. \$50 US for the lot. I need the storage space! **Rusty Love** 452-1738 or 6170038

**Midget/sprite parts for sale** - I am a former Midget, MGB and Sprite owner. I have several parts for 1968 Midget/sprites including a windshield (with frame) hood, 1268 cc engine, etc. I am looking for a popular place to post this items so that I can sale them. Could you please send me the names of a couple of places that people buy used parts? [jay.pritchett@outlook.com](mailto:jay.pritchett@outlook.com) - **Jay Pritchett**

**For Sale** - I have a 1978 MGB I would like to sell if anyone you know is interested. Peter Davis call 470-9925 for more details.

**For Sale - 2011 MINI Cooper S Convertible Chili (AKA Arrest Me) Red with Black interior. Outstanding condition.**

17,900 miles, one year remaining on full warranty, 34 MPG Highway 26 City Cruise Control, Sport mode option for quicker throttle and steering response Steptronic auto Trans. with paddle shifters. Premium Package- anti theft alarm, chrome trim, Harman-Kardon sound system with Bluetooth and USB/iPod, automatic climate control. Cold Weather Package- Power folding heated mirrors with washer jets, Heated seats, Xenon headlights, New Michelin tires. Original Sticker \$34,449.00 - buy now for **\$18,000 Ron Foster 910-509-0732**



**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 **\$9,000** (negotiable). (MORE) >

**FOR SALE - 1978 MG Midget** that was left to me by my father twenty years ago. I drove it, and loved it, for many years. Unfortunately, it stopped running (carburetor, my husband thinks) at the same time that I had an illness to address. Because we do not have a garage, it has been stored outside. It's time for me to let the car go, but I would like for it to have a second life, either as parts--or for an ambitious soul--as a project. **Lawless Bean**  
**910.465.0967**

## **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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