

3rd Thursday of each month unless otherwise posted.

BMCCF Holiday Party December 8th Temptations

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



BMCCF

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.12

THE HUB

December 2016

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

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Prime Minister's Message:

Below are the results of the BMCCF election:

President: Charlie Schaefer

Vice President: Terry Walters

Secretary: Pam McMahan

Treasurer: John Moore

Board member: Carl Wilson

Board member: John Williamson

Board member: David Ward (carry-over with one year left on his term)

In accordance with our by-laws the President and Treasurer are also board members.

We will be having our first Board meeting in January. Please feel free to send us any questions or areas you think need improvement. We encourage your input, thoughts, suggests and gentle criticisms to making our Club the BEST Motor Club ever. It only happens with your input and participation. Go BMCCF...

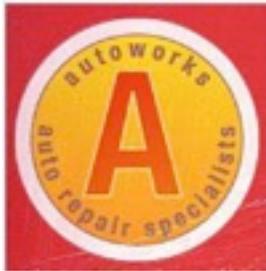
Looking forward to a fun and fruitful 2017 with BMCCF. We wish to extend to you a wonderful and prosperous New Year.

Respectfully -
Charlie





**Many THANKS to
Steve Donatone
For his
dedication to
BMCCF
Serving as our President
for Four Years**



**BMCCF -
MANY
THANKS**

To Team Autoworks for organizing and hosting the annual Swap Meet. Lots of great stuff to consider bringing home. It was as much fun seeing all the great vehicles in Carl's "to do" yard. The Wilson's are truly an inspiring family and we all owe them our deepest gratitude.



Eric the Robinson shows a film on the iconic E-Type being brought back life. After our last meeting. We strive to continue to make this the BEST British Motor Club there is. Suggestions are welcomed and encouraged. This is an example of rounding out our meetings.



BMCCF -
MEETING MINUTES
November 17, 2016

Temptations Everyday Gourmet
AKA BMCCF Club House



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

There were 37 folks present.

The minutes of the October meeting were approved by acclimation.

Steve introduced new members present. Beverly Alen-Weitzner, who has a 2006 Jaguar, a Range Rover and a Fiat, was accompanied by Steven Alen-Wertzner. Welcome to North Carolina from New York. Rick and Pat Schiano have a terrific 1954MG TF. Welcome also!

Fred and Diane Galater were visiting for this meeting. We hope you liked what you saw and hope to see you back as members. The Galaters have 3 MGs, among other cars apparently.

(From Pam McMahan, Secretary: my apologies to the new members and visitors if I spelled your names incorrectly or mistakenly attributed cars or places of origin. The blame is all mine – not the club's.....)

John Moore stated that the club fund balance is \$8075.00 which recognizes the \$500 donation the club made to the Food Bank of Central and Eastern North Carolina in support of relief for Hurricane Matthew.

Eric Robinson provided an update re the 2017 BMCCCF car show on April 29, 2017 with a rain date – Heaven Forbid!!! – of April 30th. The guaranteed space at Mayfaire has been reserved. Banners and signage can be hung on the fence fronting Military Cutoff Road. The Rusty Bumpers, always popular, will play. Although there are numerous restaurants within Mayfair, a food truck will be present for the show. Per Mayfaire management, the food truck will not present competition to the restaurants and is permissible. The consensus of those present was that the location was good for restaurants/shopping and bathrooms. The Friday night Welcome party will be held at the Fox and Hound Restaurant in Mayfaire.

Eric will discuss committee assignments in greater detail at a future meeting but please be thinking about how you can help out at the show next year. Task chairs are needed as well as people who will work on specific tasks. Think about it. Make it a fun, family day.

Eric continued with other activities:

The Wrightsville Beach Festival in the Park Car Show is Saturday, Nov. 26th.
Registration is until 10 AM.

The trip to Georgetown, SC has been re-scheduled for Friday, December, 2nd – Sunday, December 4th. The format for the trip is changed a bit. We will be going to BrookGreen Gardens late Saturday afternoon to see their Nights of a Thousand Candles. Admission is \$14/person which should be pre-paid Karen Burr this evening. The folks at BrookGreen Gardens expect a large crowd on that Saturday so they suggested we NOT drive out precious British cars that evening. Susan Roberson will provide additional details in an email to all those making this trip.

The BMCCCF Christmas Party will be Thursday, December 8th at Temptations. Note the start time – 7 PM. There is a sign-up sheet for the Christmas party so please sign up if you haven't already email Jacq Moore to RSVP. **RSVP no later than Dec. 1st** to Jacq Moore at HYPERLINK "<mailto:lechef@ec.rr.com>" lechef@ec.rr.com or 910.686.7899. It is very important that Jacq have a solid number to give to Temptations so they can prepare appropriately.

Eric gave a shout out to Carl Wilson for hosting the annual Swap Meet at Autoworks. The turnout was very good with several new faces including vendors. Several attendees commented that they came home with more than they brought - not an uncommon phenomenon. Not only were the items for sale very interesting but the Autoworks backyard was intriguing – lots of “Look at that!” items. Thanks, Carl.

Ron Jones said that the project was cancelled for the 2017 calendar. Ron has the money to refund to anyone who pre-paid. There are several reasons for the cancellation but most importantly the quality of the pictures submitted would not do our beautiful cars justice when reproduced. Ron said we could start the project earlier next year and work to get pictures of our cars in the best light. Thanks to Ron for doing all of the legwork.

Ron continued that he is doing some work on the alternator/generator of his MGA. He is very willing to share his experience since this is no small task. Contact Ron

if you would like to discuss or if you want to set up a visit to his garage. *NOTE: Since I don't know what a generator or alternator is, or anything about wiring, I am not the best person to describe the project. Apologies if I completely confused the technical detail of this job. Pam*

Ron then mentioned the Myrtle Beach show and their process of taking pictures of the trophy presentations and raffle winners among other activities. These pictures are then intended to be available on the Grand Strand British Car Club website. Ron suggested we do something similar.

Steve introduced the new members of the Board of Directors: John Williamson and Carl Wilson.

The slate of officers for 2017 is:

President – Charlie Schaefer

Vice President – Terry Walters

Treasurer – John Moore

Secretary - Pam McMahan

John Moore then presented Steve with a plaque acknowledging the contribution Steve has made over the last 3 years as president.

Charlie Schaefer then took the reins. He also thanked Steve for his service. Charlie reminded the group that the 2017 dues are due on Jan. 1, 2017.

Charlie adjourned the meeting at 7:45.

Eric Robinson secured a film “The 1 Million Pound Jaguars”. Or was it 5 million pounds? In any case, a bunch of money, and Eric had the film about their production. Eric put up a screen and had a projector. Several club members stayed after the meeting to watch this cool film.



Safe driving and Safety Fast!

Respectfully submitted,
Pam McMahon

BMCCF CALENDAR OF EVENTS 2016

December

8th - BMCCF Christmas Party - Temptations

FULL CALENDAR ON PAGE 23 -

This way you need to check it all out

We have Tech & Shop Tours in the works - See below:

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.

BMCCF OPPORTUNITY

From Professor John - I have been selected by the President (how can you say NO to Charlie) to serve as the “czar” of the **Shop Tour/Tech Training Sessions**. I am happy to announce that **Ron Jones** is getting the program kicked started with the first session of this year’s winter program by hosting a

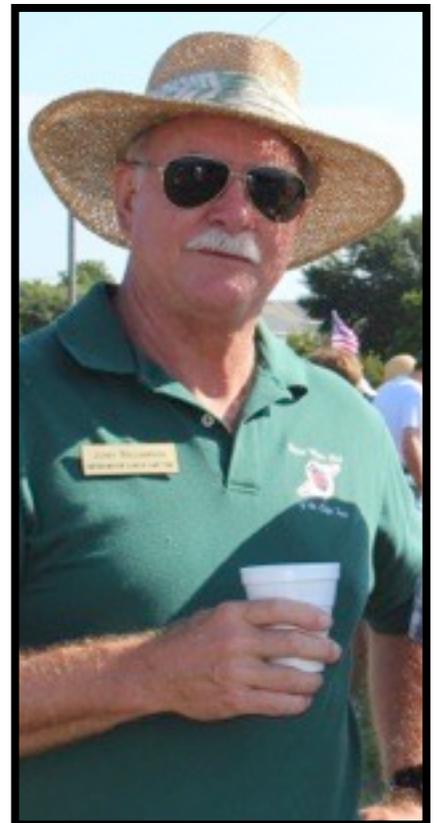
“Generator to Alternator Conversion” on his MGA; occurring on Wednesday December 14th at 10:00 AM in Ron’s Garage in Southport NC.

In taking on the massive responsibilities’ of organizing the Garage tour/ Wrenching tech sessions, I will be looking for help from all you tech savvy guys, both in your areas of expertise as well as your ideas for various sessions. I anticipate that we should have an event/activity about every three or four weeks during the coldest time of year. I already have a few ideas for this winter’s sessions; the upcoming Gen/Alt Conversion, much requested repeat of the electrical troubleshooting session, Carb Rebuilding, Engine Timing/ Tune-up, garage tours and maybe some tool machining. Nothing is yet cast in stone (other than Ron’s project) so we can do just about anything desired. I will need your input, ideas and hope that you will also want to host an event. If you have some ideas or questions, please feel free to discuss them with me. Contact me at johnwilliamson@ec.rr.com or 910-371-3222. Last year we had numerous activities including; paint and interior leather restoration, mold/ mildew prevention during storage, Electrical problem troubleshooting, welding and shop tours.

Also; I am currently working on a name for the group; Shop Tour/Tech Training Sessions is just too much to say. So far, I have come up with a couple; “Spanners”, “British Wrenchers” and I am waiting on your input! Be sure and RSVP to **Ron Jones** if interested in participating on Dec 14th; he will be sending out directions and the pre-session assignments out to those who RSVP. ronjones@ec.rr.com or (910) 454-9784.

I’ll see you on Dec 14th--

John Williamson (aka Professor John)



BMCCF - WILSON THEATER TOUR & PORCHES FOR LUNCH



What a handsome group of people. About 30 of **BMCCF's** finest having an exclusive tour of the new Wilson Theater in downtown Wilmington. We were greeted by **Shane Fernando** (Director of the Wilson Center) and **Mead Briggs** our tour operator for the day. It may be of interest that Mead became Chairman of the company I first worked for and I bought my E-Type from him in 1989. It has since been restored and repainted. Small world.

Mead gave us a complete tour of the inner workings of the theater. We even got on stage and heard from **Michael Epting** - Technical Director/Technical Theater Instructor on what happens backstage from the stage setup to the day of performance. It was all so interesting. The amount of logistics is nothing short of amazing. Every show is different



and every skill set of the Director has to be utilized. There are many ropes, lights, special effects that need to be used during the performance and all with the safety of the crew and performers in mind. Did you know that **Eric Robinson** and **Susan Zarutskie** are big in local theater. Eric on stage and Susan on the set. Yes, they are both highly, multi-talented.



We had the pleasure of hearing from **Tracy Wilkes** - Volunteer Coordinator about all the opportunities for working at the center. A sold out performance requires 68 or so volunteers to make it the Disney experience the theater strives for. It's actually the best deal in town to be a volunteer. If you are interested in exploring the opportunities you can contact Tracy directly at twilkes@cfcc.edu



THE STUFFING OF THE FACE AT PORCHES:





**A GREAT TIME WAS HAD BY ALL.
WE ENCOURAGE YOU TO JOIN US ON OUR NEXT EXCURSION.**



S.U. History – Skinner’s Union Book

Congratulations to Mike Harvey who has been awarded the Pre-War Car Michael Sedgwick Award 2016 for his publication '[Skinner's Union – A History of the skinner family and S.U Company](#)'. The award, that takes the form of a plaque and £250 given by the Michael Sedgwick Memorial Trust, hopes to 'encourage new research into motoring history and to make the finding available to the public'.

Trust, hopes to 'encourage new research into motoring history and to make the finding available to the public'.

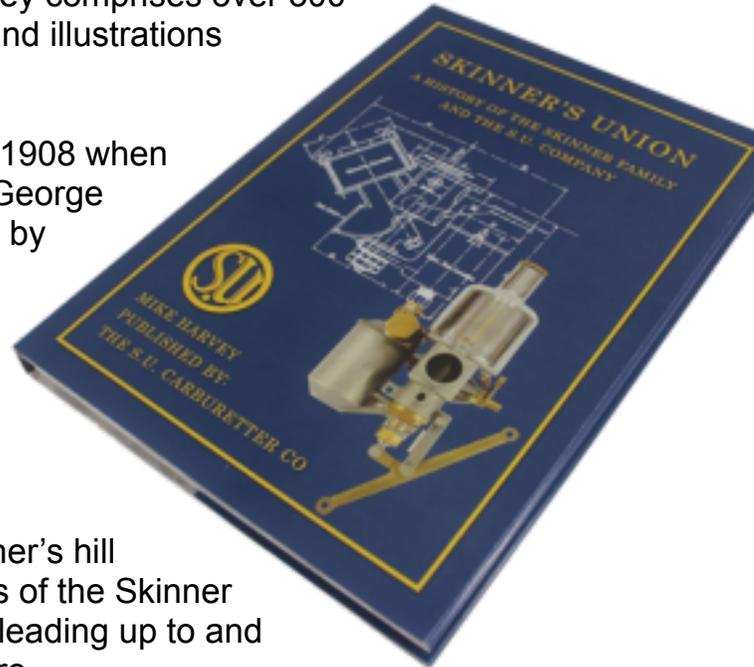
The winner has to demonstrate excellence in research, presentation, readability and novelty, that will materially further our understanding of the subject. A short list of nominated books were assessed by a panel of judges, who are themselves respected authors and highly knowledgeable enthusiasts. The panel was headed by chairman Guy Loveridge, motoring author and broadcaster and Deputy Chairman of the Guild of Motoring Writers.

'[Skinner's Union – A history of the Skinner family and the S.U Company](#)' is a comprehensive history of the S.U. Company and the members of the Skinner

family involved. This new book by Mike Harvey comprises over 300 pages with copious photographs, drawings and illustrations (many not previously published).

The book's main focus is on the period from 1908 when the leather bellows carburetter, designed by George Herbert Skinner, was first put into production by his younger brother Thomas Carlyle Skinner (whilst originally a partner in the firm of George Wailes & Co), through to Carl Skinner's retirement in 1947, by which time the S.U. Carburetter Company Ltd was part of the vast Nuffield Organisation.

Two chapters cover Barbara and Peter Skinner's hill climbing and racing activities and give details of the Skinner Specials. Another chapter covers the period leading up to and during WW2, when SU manufactured the aero-carburettors and single point injection systems for many RAF aircraft. During the Battle of Britain in 1940, the Rolls-Royce Merlin engine in every Spitfire and Hurricane had an SU Carburetter. Two Appendices cover the the history of the company from the 1950's to the present day and list the main S.U products from the first prototype carburetter of 1904 through to 1994 when the original company ceased manufacturing the KIF carburettors for the Rover Metro. A further Appendix lists details of the original patents and drawings.



Dual S.U. Carburetor Tuning

For our [Video of the Week](#) this go round I want to go back to something that gives folks a lot of headaches – tuning a dual S.U. carburetor setup. We are also going back to an old friend for this, [John Twist](#) of [University Motors](#). While this video specifically addresses the HIF4

carbs of the MGB, the same basic principals of tuning and balancing apply to all dual SU setups. We covered the basic [theory and operation of the S.U. side drafts](#) in the past, but this video is more specific to their actual tuning.

[147 MG Carburetter Tuning](#) You

You

<http://www.youtube.com/watch?v=4nvGLgO6pj0>
www.youtube.com

[Corrected, see below] By the way, do you know what the “I” in the “HIF” stands for? It means “integrated”, as in the float bowl is in-line with the carburetor itself, in this case directly under it. If the float bowl is to the side of the body, then it is an HSF carb. Oh, and that number “4” refers to the throat size. That number is translated as each 1 is a 1/8 inch, starting at one inch. So an HIF has a 1-inch throat. An HIF4 would have an inch and a half throat. Pretty simple once you know.

I may not be in the majority here, but I am quite fond of S.U. carburetors. I find them easy to understand, easy to work on and repair, and fairly robust. Once you understand the basic principals and tuning methodology, you can get them to perform quite well. Plus, unlike say a computer controlled fuel injection system, you can make quick and dirty temporary repairs on the side of the road when you need to limp home. Plus, they will operate even when in a pretty sorry state of repair. Oh, and when polished up, I find a dual S.U. setup quite attractive.

Anyway, hope you enjoy the video ... and then go out and get your hands dirty!

GREAT Video Above - Check it Out

Lotus 7 Project Update

By: John Foster

Lotus 7 Car Backstory:

Since selling the Ferrari in Jan. 2015, I had been looking around for another interesting car project and in March 2016, happened across a right-hand drive, 1961 Lotus 7, Series 2, "America" specification Race Car in nearly original condition. This car was always a race car, never titled/tagged for street use. The 948cc Austin Healey Sprite engine with two 1-1/8" diameter S.U. carbs. and 4 speed trans. was the standard factory set-up for the "America" specification car. The second owner (for over 48 yrs.) was Peter Mullen, now living in Southport, NC. Pete raced the car (documented history) at Lime Rock, CT., Bridgehampton, NY and other race tracks in the Northeast U.S. Interestingly, Pete was the Chief Race Engineer for Bob Sharp Racing of Connecticut who campaigned Datsun B510 240Z, 260Z, 280Z race cars to their impressive 1970 thru 1977 SCCA Class "C" Production Championships (see attached poster image).

Pete even set-up all of Paul Newman's (yes, the actor/racer) race cars, but that is another story. The Lotus carries Chassis # SB1128 which according to factory records, was made in Chesnut, England, the original manufacturing location of Colin Chapman, creator of the famous Lotus Marque.

The general plan is to NOT RESTORE the car, but keep it in original condition (flaking chassis paint and all) get it running, title & tag it for the road in NC and drive the wheels off it.

Project Update:

1. The first thing was to reassemble the engine, which was bored 0.030 oversize. Pete had a lot of new parts and over the course of a few months had the 948cc engine completely rebuilt. Since the cylinder head had been "shaved/planed" to increase the compression ratio for racing, we added a 0.032 thick solid copper gasket lower the compression ratio for a more "streetable" car. Hey, we can



always remove the copper head gasket!

2. The flywheel, clutch and pressure plate were cleaned up and bolted to the engine along with the rebuilt carbs., generator, etc.
3. The orig. 8" front drum brakes were replaced (keeping all the orig. parts) with Spitfire spindles, new calipers, discs/pads, etc. and brake hoses for a safer car. The orig. 7" dia. rear drum brakes were completely re-built.
4. The Alum. wheels had old racing slicks installed and were hard as steel, so new 205-60/R13 tires were installed on the freshly painted rims.
5. The fuel tank was acid cleaned, treated and "sloshed" inside with an anti-resistant Ethanol gasoline coating and painted on the outside. A new solenoid-style fuel pump (2-4 PSIG) was installed.



THANKS from Karen the Burr:

BMCCF guys helping our Karen reduce Pete's boy toys:



BMCCF Moto:
"ALL FOR ONE,
ONE FOR ALL"

The lift now resides in Oak Island at Billy Seguin's hangar, holding up one of his collection very nicely. Many, many thanks to our Go To Guys, Mickey the Finn, Merritte the Man and Bruce the Amigo, for all their muscle and know-how. Honestly, there couldn't be a better family to be in than our car club. **Karen**



The Standard Triumph Story

By Michael Carnell - Just British Online

Our video of the week this time is a preview of an amazing new DVD set, *The Standard Triumph Story*, that I was given the honor of reviewing. This is two DVD set with over 230 minutes of footage on the history of Standard Triumph from the early days to the very end.

[The Standard Triumph Story documentary preview](#)

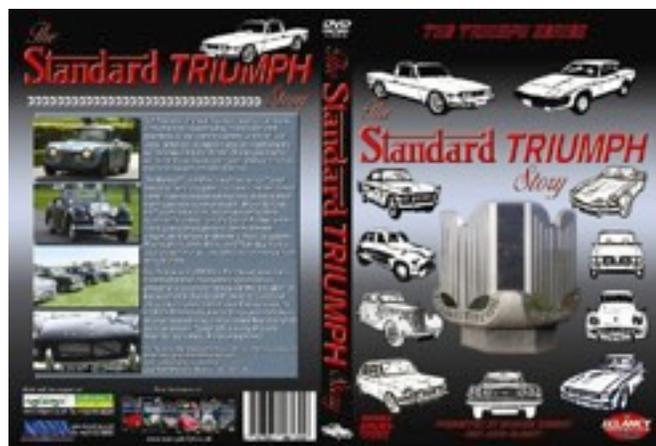
[http://www.youtube.com/watch?](http://www.youtube.com/watch?v=OI6_Vzso1uY)

[v=OI6_Vzso1uY](http://www.youtube.com/watch?v=OI6_Vzso1uY)
www.youtube.com

Yup, it's almost four hours in total so it's a rather extensive look at one of Britain's most beloved producers of cars. It is crammed full of great interviews with the men who were responsible for the cars in the factory, on the racetrack, and just about everywhere else in between.

This history was produced by [John Clancy](#), long time Triumph devotee and occasional contributor to this site, and he has this to say about the production...

It's actually ten years since I started work on what was to become the first installment in 'The Triumph Series'. That was intended to be a one-off but after that proved to be a minor success and following requests from other Triumph enthusiasts I took on a second project. It then became obvious that if I didn't get all this documented asap while the engineers, designers, stylists, racers and rallyists were still alive then very soon it would be too late. So here we are ten years later with another rather massive production and this time the legendary motoring author and former Triumph Competitions Secretary, Graham Robson, is the lead presenter. Despite the long hours it's actually been a rather exciting process.



Appearing in the main feature are:

- Tony Lee – Standard-Triumph High Speed Development Engineer
- Ralph Wigginton – Herald Project Engineer (Chassis)
- Norman Rose – Herald Project Engineer (Body) & Spitfire Project Engineer (Body)
- Mike Dale CBE – British Leyland Vice-President of Sales & Marketing
- George Spence – Executive Engineer TR8 UK
- Peter Wilson – TR7 Resident Engineer (Speke, Canley & Solihull)
- John Ashford – Triumph Stylist (styled the MkIV Spitfire and MkIII GT6 with Les Moore)
- Dave Keepax – Triumph Stylist (styled the Toledo and Dolomite range with Giovanni Michelotti)
- R.W. 'Kas' Kastner – US Competitions Manager
- Phil Homer – Standard Motor Club Historian
- Chad Brown – Mayflower Club Vice-Chairman & Rally Secretary
- Gordon Birtwistle – Standard-Triumph High Speed Development Engineer & Deputy Competitions Supervisor
- Ray Bates – Standard-Triumph Technical Engineer
- Bruce Jones – Triumph Dolomite Club
- Plus Wayne Scott, the TR Register Editor, who does a fabulous job of interviewing participants in the show ring and narrating the history behind the Standard-Triumph cars and the Standard-Triumph company.
- Graham Robson is the lead presenter in this production (with assistance from John Clancy) and his knowledge of Standard-Triumph is legendary having written so many great books on the marque among the 160+ titles he has penned. Graham was also the Competitions Secretary at Standard-Triumph reporting directly to Director of Engineering, Harry Webster, so it is an honour to have his talents available to help tell this in-depth story on camera.

This is a fantastic movie (show? production?). I learned more about the cars and the history of the cars than I could have imagined. The added benefit of hearing the stories directly from the mouths of the participants instead of recounted through a dry history cannot be overstated. Anyone interested in Triumphs, or for that matter just the rise and fall of the British automotive industry as a whole, should consider this a must-watch.

Hopefully, you will be able to buy this DVD set soon from [The Roadster Factory](#), but in the meantime, you can order it direct from [TriumphDVD](#) in the England.

GREAT Holiday Gift

How Southern Women Talk

Sent in by ...

If y'all need a quick course on stuff Southern Women say this video pretty much covers the finer points of a southern woman's vocabulary. Since I live in the South this was like listening to a group of Moms talking at a kids sporting event. Not all Southern Women talk this way but many do. If you liked learning about some Southern Women vocabulary be sure to watch [How Southern Women Talk Part 2](#).

Please don't take offense, we just thought it was so funny, the Editorial Staff wanted to share with our friends.

Jay Leno almost drives the Jaguar XKSS continuation car

Sent to us By George Czerw

Jay shows off the continuation, but drives Steve McQueen's XKSS instead

Read more: <http://autoweek.com/article/car-life/jay-leno-almost-drives-jaguar-xkss-continuation-car>

Direct link to the video (full screen version) below:
<https://youtu.be/gkykhtBxBMM>

AWESOME - THANK YOU George for sending this...

BMCCF - WHEEL STRAIGHTENING EXPERIENCE

The gentleman to the right is **Allen Luper** owner of **Alloy Wheel Repair Services**, right here in Wilmington. He was referred to us by **Jeff Martin** of **Auto Dentz**. Jeff was the gentleman that demonstrated dent removal at one of our Tech sessions. It was a pleasure dealing with both individuals. They are honest hard working guys that loves cars as much as we do. It was so interesting how they do their craft.

Allen met me in the BMW parking lot and did all the work from a trailer he tows around to many of the local car dealers. It took about 45 minutes or so to get the wheel just right. Both front wheels were badly damaged and now it drives like new. He also does all kinds of wheel restorations from chips to painting. Allen taught me a lot on how he does it and treats each wheel as though it is for his own car. As it turned out the front wheels were bent, but the back wheels were fine. If you feel the front wheel shimmying then it is likely the front wheels. If you feel a shimmying in the seat, it is likely the rear wheels. He has an 1980 MG he is planning to sell, if you are in the market. Allen can be reached on his cell 910.470.9599.

If you have a craftsman that you would like to recommend to the membership, please feel free to send it to us and we will make other motor heads aware of your experience.

Jeff Martin from **Auto Dentz** working his magic during a tech session. These are just two local talents that keep our babies driving and looking GREAT. Many thanks for their skills.



The British way to have fun with cars

By David Conwall - Hemmings Daily

Historic motorsport is a huge field that aggregates all events from vintage grands prix to beach racing and all vehicles from brass-era cars with Great War aero engines to postwar, 500-cc Formula Three racers, '40s hot rods, '60s sports cars and everything in between. If you have a vintage machine and a desire to drive it, odds are good that you can find an event to suit. If you can't, maybe it's because that event isn't common here yet.

American off-roading is largely a province of high-riding four-wheel drives patterned after the Jeep or low-slung dune buggies like the VW-based Meyers Manx. Before WWII, however, the high ground clearance, light weight and large wheels of automobiles made them fairly competent at navigating through rustic settings like logging trails and fire roads. That earlier tradition perseveres over in Great Britain.

The British are fond of a type of reworked car known as a "special." Specials originated in the 1920s and were common right up through the 1960s until unit-body construction and specialized racing machines killed them off. On this side of the pond, specials are largely associated with road racing, but in Britain there's another event where they are common: the off-road trial.

Trialing is something like an extremely low-speed autocross event, where the object is to navigate a marked course without losing forward momentum. The car and driver that make it the furthest before stopping, win. If multiple cars complete the course (or get stuck in the same spot), the fastest time will be adjudged the winner. As in autocross, time penalties are awarded for clipping course markers (called "canes" by the Brits—they're the bamboo rods you might use to hold up a plant in your garden) or other infractions.

Longer-wheelbase cars that will have a



difficult time making tight turns may be permitted to make three-point turns, provided such turns are announced and designated ahead of time—much like calling a shot in a game of pool. Beginners may also be permitted brief stoppages before their attempt at the trial section is considered finished.



All that is needed for a successful trial is a group of enthusiasts with well-matched equipment (or the kind of sportsmanship that doesn't dictate closely competitive machines to have a good time), an appetite for some risk (although a properly laid out course poses no real risk to the careful driver) and a land owner willing to share his or her quarry, farm field or other piece of challenging terrain with a bunch of nuts in old cars.

It's not necessary to have a purpose-built trials special, either. In the prewar era these were often the same cars seen undertaking the gamut of amateur motorsport, including road races and hill climbs. Would it surprise you to learn that Barney Oldfield took his 1914 Stutz Indy Car on a long, grueling cross-country endurance race (think Baja 1000) between Riverside, California, and Phoenix, Arizona, and won?

Modern vintage trials are attended by many completely stock vehicles in addition to vintage sports cars and specials—the Austin 7 appears to be a particularly popular choice, appropriate to its Ford Model T-like status in British history. We can think of several cars seen at [The Race of Gentlemen](#) that would be right at home at a trials event.

Possibly the best part of trialing is that it's not just man and machine. You've got to love any form of motorsport whose rules state "Additionally the rear seats... can be occupied by the number of people for whom they were designed. Passengers who occupy the rear seats of the vehicle must not be less than 2 years of age...."

Passengers, even kids (in closed cars), as a form of dynamic ballast, are not only welcome but a positive necessity for successful completion of a course. A refreshing change from the GoPro spectating most of us are used to these days and a great way for a family to enjoy a track day.

So, who will be the first to host a U.S. antique-auto trial?

***Who Wants to Host our
First **BMCCF** Mud Run ?***

BMCCF - Membership Items:

From Pam McMahon - Beaufort Inn sold

Many a grand time was had by club members at the Beaufort Inn at 101 Ann Street in Beaufort, NC 28516. We used the Beaufort Inn as “headquarters” for several Spring/Fall Trips. The owners, Katie and Bruce Ethridge, graciously let us use their large common room for our Friday night flings – some of which got pretty wild! And each Saturday and Sunday morning many club members ordered Katie’s pie, a quiche-like entrée that was absolutely delicious. Although asked repeatedly, Katie would never divulge the recipe.



The location of the Inn on the water was perfect. The outdoor space complimented the common room and club members took advantage of almost every inch of the welcoming Inn.

I ran into Bruce Ethridge who told me he and Katie had sold the Inn. They now live in Parkside in Wilmington. Katie is undergoing chemotherapy.

Bruce said our club was one of Katie’s favorite groups. “So full of fun” Bruce said Katie often remarked. It seems we really did leave an impression.

Although I did not specifically ask Bruce, I believe any notes or cards sent to the Inn address will be forwarded.

BMCCF Donates to Food Bank - our Club makes efforts to get involved in community needs. On behalf of BMCCF, our Pam presents a check to the Food Bank. Every year a healthy percentage of our net proceeds go to local charities. If you know of such a deserving charity please feel free to bring it to our attention.



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 \$19,000 or Best Offer **Call Karen Burr, 910-256-1289.**

For SALE - 1967 Austin Healey 3000 Mark III, series BJ8. Features wire wheels with new tires, roll-up windows, over-drive, and an electronic distributor system. Major ground up, full body restoration and engine re-build in 1992-94 Refurbishment and detailing in 2014-16. Very good condition. (shop work records from '92 onward are available) Garaged since the 1994 restoration; one owner since 1995; under 2000 mile since the '94 restoration. Carolina blue body ; dark blue interior. \$59,000 John Sullivan, Southport, NC; (910)-253-4062 sullivan1@mindspring.com.



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 - **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 or Best Offer**
Ron "let's make a deal" Foster 910-509-0732

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**

FOR SALE - 1980 MGB - asking \$8,200 for our 1980 matching numbers MGB. We purchased 4 years ago as a stock B, and have added several thousand dollars in optional and mechanical parts. Additionally, I have many extra parts and manuals that will come with the car. More photos upon request. Jan & Sandy Karicher 910.632.8467. jbk950a@aol.com

FOR SALE - 1978 MGB - I have owned this MGB since 1983, all original with 61,000 miles. It had 46K when I bought it, and the car seldom gets driven. Tony's just worked on it for about \$850. A few years back, the intake and exhaust systems were completely upgraded with a new Moss systems. No rust, excellent tires and runs well. Needs a new owner that will continue to take care of it and enjoy. While I would like \$8,500, the price is highly negotiable.

Peter Davis 910-470-9925 peterfly@aol.com

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

AUTOWORKS, INC. Foreign & Domestic Auto Specialists

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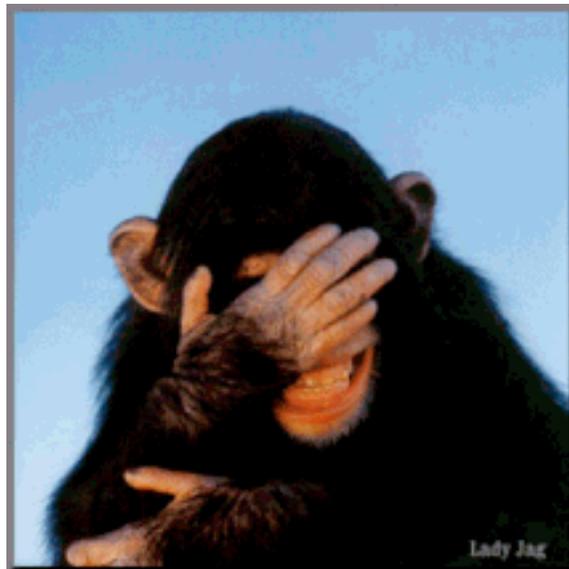
Carl Wilson (910) 791-5074

202 Antilles Ct. (In Dutch Square industrial park)

Wilmington, NC 28405

Free Advice to BMCCF Members

*There is more Folks
Calender on Next Page*



Calender of Events 2016/17 (Additions in Red)

DECEMBER

- 2nd.- Re-scheduled Fall Weekend Trip to Georgetown and Brookgreen Gardens. See previous emailed information for full details.
- 8th. Christmas Party @ TEMPTATIONS EVERYDAY GOURMET RSVP latest by Dec. 1st. to Jacq Moore: lechef@ec.rr.com or call: 910-686-7899.

JANUARY

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

FEBRUARY

- 12th. Valentine Run to the Southport Teahouse.
- 16th. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm

MARCH

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

APRIL

- 21st.- The Gathering 2017 @ Shelton Vineyards, Dobson, NC. Presented by The Triumph
23rd. Club of the Carolinas. Info: www.triumphclub.org.
- 20th. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm
- 29th. BMCCF Car Show 2017. Mayfaire Town. 10 am – 3.30 pm. (date to be confirmed)

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.

