

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

**Note:**

**Feb 16<sup>th</sup> meeting at the Corner Deli at the Cotton Exchange  
See calendar for details**



**The Cape Fear British Motor Club Welcomes all Marques, Models and Motoring Enthusiasts**

For additions or submissions to newsletter contact the editor: Cookie Cooper @ 329-0722 or [carclubnews@aol.com](mailto:carclubnews@aol.com) -or- the Publisher Dale Masters at 270-7762 or [dcllmasters@earthlink.net](mailto:dcllmasters@earthlink.net)

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2/1/06

### Presidents Message

Now, that was a fabulous New Year kick off party. If your attendance there was any indication of your enthusiasm for our club activities, this year will be the best ever. I believe the count was 79 people. That's not bad for a club with 124 members. I guess that proves what long time members have been telling me, and that is "everyone loves a party with food". This year, your activities directors have lots of food, parties and driving events to keep us happy. Saturday Feb 11, will be British Day at the Edinburgh Pub (Roberson's). Bring your car, a "pint" and a side dish and enjoy the evening as the Britt's do, pub style.

This has been a very mild winter and reinforces the reason why I moved here from Oregon. The summers may be bloody hot and humid, but then, there is the rest of the year. I've had my Healey out, top down, several times this month. What a joy. Of course, my heater doesn't work, but who needs a heater with that much heat coming off the firewall. I guess that is called "indirect internal combustion radiant heat". I imagine we will still have a cold spell, but it won't last long and then it will be time to get the roadster out again.

Our Feb general meeting will be 2/16 at the Downtown Deli in the Cotton Exchange. There is free parking behind the exchange or on the street in front. For those of you living on the North East side of town, try out the Martin Luther King parkway. It is a direct shot onto 3<sup>rd</sup> St, then take Grace St west to parking on Front St or down to Water St for parking in the lot. See you at the "Pub" and then at the Meeting.

Bill



## **Cars arriving for the 2006 Kickoff Club Party**

FROM THE EDITOR:

### **The Coopers British Car Heritage**

In the fall of 1963, while Chip was a senior in high school, he bought 2 British Anglia sedans that had blown engines, 1 transmission and 1 rear end. Both needed a fair amount of body work as well. His father and he rebuilt them and sold them in the spring so Chip could get enough money to buy a decent car. He bought a 1960 Mini Cooper and overhauled the engine and had a local foreign car mechanic fix the 1<sup>st</sup> and reverse gears.

I always wanted an Austin Healey but my father wouldn't let me spend my hard earned money from my first full time job on a car like that. Instead he let me buy a 68 Mustang. Later after moving out of my parents house I did get a 1968 MGB and used it to drive to and from work until it took too much time and money to keep it running right.

Last fall we bought a 1980 MGB with original paint, good interior and only needed some slight mechanical and electrical work which has all been fixed. It has brought back many happy memories.

And finally what goes around comes around and Chip once again has a Mini Cooper except it's a new 2005 S model. As he says "It puts the fun back in driving"

**Send me your favorite car story and we will begin a new feature "Members Motoring". Don't be shy. Everyone has a story so come on share it with the club.**

**Email it to [carclubnews@aol.com](mailto:carclubnews@aol.com).**

## FROM THE HISTORIAN



### THE DATE WAS JANUARY 1999

IN JANUARY, DALE MASTERS ENCOURAGED MEMBERS TO SEEK OUT POTENTIAL CANDIDATES FOR THE INCLUSION INTO "AN ELITE ORGANIZATION". OUT OF CONTEXT, IT SOUNDS A BIT LIKE A 1936 SOLICITATION INTO THE BROWN SHIRTS BUT INSTEAD WAS VERBAL FRUSTRATION BORN FROM A SPARSELY ATTENDED DECEMBER 1998 MEETING; DALE WAS CONCERNED ABOUT THE CLUB'S FRAGILE FUTURE. BUT, NOT TO FEAR, IF ANYTHING WILL GET THIS CLUB'S MEMBERS OUT, IT IS FOOD. ENTER JEFF AND PAULA STARLING THAT MONTH WITH THEIR "CHILI COOKOFF BLOW OUT" PARTY JANUARY 30<sup>TH</sup>. (A \$2.50 CONTRIBUTION WAS REQUESTED).

THE USUAL PLEA WAS MADE FOR THAT YEARS DUES OF \$15, WHICH REMINDS ME, I HAVE NOT PAID THIS FAMILY'S MEMBERSHIP FEES FOR 2006; HOW ABOUT YOU? PAID YOURS YET? IF NOT, YOU NEED TO ANTE UP POST HASTE.....PLEASE SEND YOUR BUCKS TO TERRY SMITH (THIS YEAR'S NEW TREASURER (tesmith35@aol.com)).

ALSO IN THAT MONTH'S NEWSLETTER, DALE SUBMITTED AN ARTICLE THAT HE HAD APPARENTLY WRITTEN INITIALLY FOR ANOTHER CLUB'S PERIODICAL BUT, AS NOW, IS MISSING FROM OUR ARCHIVES. DOES ANYONE HAVE THIS ARTICLE? YOUR HISTORIAN WOULD LIKE TO INCLUDE IT IN THE ARCHIVES AND POSSIBLY REPUBLISH IT.

SPEAKING OF WHICH; I HAVE NOW MULLED THROUGH THE ENTIRE PILE OF PAST CLUB "STUFF" AND SORTED IT ALL BY MONTH AND YEAR. WE ARE MISSING NEWSLETTERS HERE AND THERE BUT 2004 IS A PARTICULARLY DEARTH YEAR; CAN ANYONE SUPPLY 2004 NEWSLETTER COPIES FOR THE MONTHS OF 02,03,06,07,08,09,10 AND 12? AS YOU ARE AWARE, FUTURE GENERATIONS OF AMERICA'S CAR BUFFS ARE DEPENDENT UPON OUR NEWSLETTERS SO PLEASE GO THROUGH YOUR FILES AND HELP AMERICA AND OUR CLUB KEEP THE RECORDS STRAIGHT.

FAITHFULLY SUBMITTED; TOM ROBERSON, CLUB HISTORIAN

## Coming Events

### February

#### **BRITISH DAY AT THE EDINBURGH PUB**

WHEN: FEBRUARY 11th, 2006

4PM-UNTIL

WHERE: HOME OF TOM & SUSAN ROBERSON

2905 HARVARD DRIVE

WILMINGTON, NC 28403

WHAT TO BRING: PLEASE BRING A SIDE DISH,  
APPETIZER OR DESSERT, BEVERAGE OF YOUR LIKING  
AND ONE BRITISH PINT FOR A TASTING.

MAIN COURSES: MAIN DISHES WILL CONSIST OF  
TYPICAL BRITISH FAIR OF BANGERS AND MASH,  
VENISON STEW, ETC.

16<sup>th</sup> – Monthly meeting,  
THE DELI DOWNTOWN  
THE COTTON EXCHANGE  
319 N. FRONT STREET  
762-6995

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### **REMINDER**

If you are planning on attending a club event that requires and R.S.V.P., please remember to do so by the date requested. It makes it a whole lot easier to plan.

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### March

11-12 Sun Cruisers Car Show  
Carolina Beach

16<sup>th</sup> Monthly Meeting – Place TBA

18<sup>th</sup> Sat-Drive Back. Meet @ Whitey's restaurant on Market St to drive to Southport for lunch and back

### April

1-2 Club outing to Beaufort. Sat return Sunday  
Hotel reservations call Tom @ 547-0511

20<sup>th</sup> Club Meeting

22<sup>nd</sup> Rims on the river –Downtown Wilmington

23<sup>rd</sup> Car Show Williamsburg Winery. Details

<http://www.cvbccva.com>

### May

6<sup>th</sup> Lunch with the Charleston Club at the Royal Oak Pub & Beer Garden in Myrtle Beach

### NOVEMBER

**Brits at the Battleship Car Show**  
**Saturday November 4, 2006**

# Classified Ads

<p style="text-align: center;"><b>Creative Ads</b>          CUSTOM SILKSCREENING          T-SHIRTS, SWEATS, JACKETS, HATS, BUMPER          STICKERS, VINYL, PLEXIGLASS, NOTEBOOKS</p> <p style="text-align: center;"><b>CHRIS MOORE</b>          100-C EASTWOOD ROAD          WILMINGTON, NORTH CAROLINA 28403          910-791-0035</p>	<p style="text-align: center;"><b>Greenside Mews</b>          Classic British Auto Maintenance &amp; Repair          D. C. Masters          610 Olde Point Rd.          Hampstead, NC 28443          (910) 270-7762  <a href="mailto:dcllmasters@earthlink.net">dcllmasters@earthlink.net</a></p>
<p style="text-align: center;"><b>1969 MGB</b></p> <p>Car disassembled, all original parts available with car, have new patch panels to be installed, lots of new parts go with car. \$800/\$1,000 obo</p> <p>Contact Ryan 431-9862 rtaro@charter.net</p>	<p style="text-align: center;"><b>AUTOWORKS, INC.</b>          Foreign &amp; Domestic Auto Specialists          We service all types of vehicles          From 1950's to 2004          Carl Wilson, Terry Tracy          (910) 791-5074          6748 Market St.          Wilmington, NC 28405</p> <p>Technical advice for members!</p>
<p style="text-align: center;"><b>1970 TR6</b></p> <p>Car disassembled, all original parts available with car, have new patch panels to be installed, lots of new parts go with car. \$800/\$1,000 obo</p> <p>Contact Ryan 431-9862 rtaro@charter.net</p>	<p style="text-align: center;"><b>BMCCF NAME TAGS</b>          Official BMCCF nametags are required at all events or when you are representing the club.          Originally ordered name tags are now available from Linda Masters (910) 270-7762          \$4.50 Pin Clasp          \$7.00 Magnet Clasp</p>
<p style="text-align: center;"><b>FOR SALE</b></p> <p>Austin Healey 100/6 or 3000 Luggage Rack like new \$100-----Full Tonneau cover for Healey BJ7 or BJ8 like new (list for \$369 will sell for \$175)-----4-15 inch Wire Wheels with Tires excellent condition \$500 will fit Healey, TR6 or MGB-----Windshield for Healey BJ7 or BJ8 with frame in fair condition \$100-----TR6 Boot cover excellent \$65-----MGB Luggage Rack good condition \$50-----Various Healey parts please ask-----Also one Power Amp with cables will mount under dash, make offer. PLEASE CALL JEFF STARLING AT 791-9981 OR 231-3254</p>	<p style="text-align: center;"><b>1980 MGB</b></p> <p>Rebuilt engine (3.5K miles), new clutch &amp; brakes, many other new mech components, paint, top &amp; interior original and in good shape.</p> <p>Contact Chip Cooper at (910) 329-0722 or chipgroup@aol.com</p>
<p style="text-align: center;"><b>1972 MGB Roadster</b></p> <p>Rebuilt engine (2.5K miles), very clean inside &amp; out, new chrome, new red paint, clutch &amp; brakes \$5,800 firm Contact; Buddy Efrid (704) 985-1469 or (704) 322-9057</p>	<p style="text-align: center;"><b>1978 MGB</b></p> <p>Runs &amp; drives, Needs alternator and the usual cosmetic work          \$1000 Call Carl @ 791-5074</p>

**JANUARY BIRTHDAYS**

Chip Cooper 2/13  
Warren Eaton 2/15  
Belvidere Hodnett 2/19  
Rita Elliott 2/20  
Estelle Samel 2/20  
Betty Mihaliga 2/23

David reynolds 2/23  
Fran Gallagher 2/28

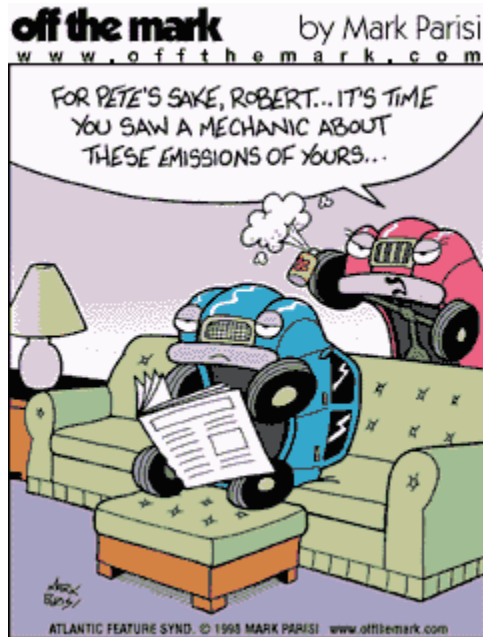
**New Members**

Terry & Trish Ebling      Wilmington      1977 MGB  
Howard & Marilyn Ling      Spruce Hill      1959 MGA

**February ANNIVERSARIES**

Sandra & Gary Kirksciun 2/14

**Note:** If you didn't see your birthday or anniversary date posted on the appropriate month, we probably don't have it listed in the membership database. Contact Cookie Cooper at 329-0722 or [carclubnews@aol.com](mailto:carclubnews@aol.com) to update, if you wish.



## HOT NEWS

**D**ues are overdue. Don't forget to pay up so you don't miss out on all the upcoming fun. Dues have not gone up this year. It's still \$20 / year for you and your family or whatever. Checks can be made payable to BMCCF and sent to our new treasurer:

Terry Smith  
118 So. Branch Rd.  
Wilmington, NC 28411  
(910) 686-0785

### Healey brand name sold

The GB Sports Car Co, production partner of MG Rover's new owners Nanjing Automotive, has recently announced that it is to make a new sports car under the Austin-Healey brand - but this seems to have been somewhat premature. It has transpired that the company did not have the rights to use the Healey brand-name, which remained with the family of the late Donald Healey, and that the nameplate has now been sold to a different, independent firm.

An Anglo-American company called HFI Automotive has paid an estimated \$2million for the Healey name and the Healey Automobile Consultants (HAC) firm, which it has purchased from Donald Healey's daughter-in-law Margot and her daughters Cecilia and Kate, who will have a "significant" stake in the firm, according to the Financial Times. HFI's managing director, Tim Fenna, said that a prototype called Healey 3000 has already been tested, and that it will be revealed later this year. It will be built in the UK, probably in Warwickshire where the firm will employ 400 people, though most of its sales will be in the US.

Fenna, who also owns a specialist parts-supply and modifications firm for original Austin-Healeys, Frontline Spridget, told The Telegraph: "I'm pretty excited about it all. We've been working on this for two years, talking to the Healey family, and getting the funds and the team together. It was important to involve the Healey family because they own the Healey name and it would have been foolish to do something without their involvement."

Margot Healey said: "We have been committed to developing and protecting the brand and we are very pleased to have reached an agreement which will result in the manufacture of a new Healey in the UK. We look forward to seeing the great British sports car back on our roads soon". Kate Healey added: "I'm very pleased. We've been working for 10 years for this to happen and it's been an emotional roller coaster. This is not just any name, it's my name with the past of my sister, my grandfather and my mother and father in it, too. Tim (Fenna) is a decent, honest and innovative engineer and a worthy custodian of that name".

The HFI deal is specifically for the Healey brand name, but under the original terms of Rover's ownership, the Healey name cannot legally be used without the consent of the Healey family - which could put paid to the GB Sports Car Co's plans to call its car an Austin-Healey. Fenna said: "I don't want to comment about GB Sports Car, because we are not getting into a fight or a slanging match. Our focus is on this new company. We've got a prototype car running now and there's also a prototype platform for a second car."

## **MARQUE MADNESS**

### **Sunbeam Alpine**

D. C. Masters

The Sunbeam is a misunderstood car by many. Most folks now-a-days think of only the Tiger when Sunbeam is mentioned. Actually, the Tiger was only a footnote in a long and prolific manufacturing history.

The Sunbeam company was formed in 1887 by John P. Marston, building the finest Sunbeam bicycles that money could buy. Later, in 1899 Marston and several cronies decided to begin building motorcars and the first one went on sale in 1901 under the name; Sunbeam-Mabley. 130 were sold, pretty good for the time.

Between those early years and the 1980's, over 50 models were sold, all bearing the Sunbeam Marque.

The following is a summary of the three Alpines most of us are familiar with at present but there are a few gems lurking out there that I wouldn't mind getting my hands on. The speedy little Imp being one. It was a keen competitor for the Mini during European motoring events during the sixties.

#### **1953-1955**



The 1953 Alpine was a derivative of the Sunbeam-Talbot 90, meaning a 2267cc OHV four cylinder engine. It is said to have been inspired by a 90 cut down by George Hartwell .

The chassis and suspension were stiffened up. The engine was tuned with a new cylinder head and manifold, giving 80bhp @ 4200rpm. A closer ratio gearbox was fitted with optional overdrive.

The bodies were based on 90 shells, but were finished and trimmed by Mulliners of Birmingham.

Like the saloon, the Alpine proved a very successful rally car.

Approximately 3000 examples were produced.



## 1959-1968



*Alpine Series IV*

The second generation Alpine was launched in 1959. Styled by Kenneth Howes, it was based on the contemporary Hillman Minx. It used the floorpan of the Hillman Husky, a short wheelbase Minx estate car.

As launched, it used Rootes' 1494cc engine to Sunbeam Rapier specification. Initially all Alpines were built by Armstrong Siddeley. 11,904 Series I cars were made.

The Series II Alpine of 1960 received a 1592cc engine and various detail improvements. Production switched to Rootes' Ryton facility midway through the Series II's life. 19,956 examples were built.

1963's Series III model gained a new interior and a roomier boot. Two specifications were introduced: Sports and GT. The GT came with a hardtop as standard equipment, but no folding hood. The lack of a hood resulted in a roomier interior and the engine was detuned for greater comfort. The Sports meanwhile had a hood, while the hardtop was optional. It also retained the sportier engine. Production totalled 5,863 units.

For 1964, the Series IV saw the tailfins cut back. It received a new grille and optional automatic gearbox. 12,406 were built.

The final version, the Series V, was introduced in 1965. It featured the five bearing 1725cc engine. Production ceased in 1968. 19,122 Series Vs were made.

The coachbuilder Harrington also produced a number of coupe versions of the Alpine which were supported by the factory and sold through their dealer network.

## Sunbeam Tiger

1964-1967



## *Tiger Mk I*

The Tiger, launched in 1964, was the result of fitting a Ford 4.2 litre V8 into the Sunbeam Alpine bodyshell. Initiated by Ian Garrad, it was developed from two Alpine V8 prototypes built by Carroll Shelby and Ken Miles respectively. The 4.2 litre engine produced 164bhp @ 4400rpm.

Tigers were built by Jensen Motors at West Bromwich. A small number were also assembled in South Africa from CKD kits. 6,546 examples of the Mark I were built.

The Mark II Tiger of 1967 received a 4.7 litre V8, developing 200bhp @ 4400rpm. Mark II production totalled 536 examples.

The takeover of Rootes by Chrysler led to the untimely demise of the Tiger. Chrysler did not want to be seen to be building Ford-powered cars, and did not have a suitable engine of their own.

The Tiger was sold in some countries as the Alpine V8. It is perhaps most famous for its role in the television series *Get Smart*.