

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

BMCCF Next

Meeting: May 17th
Temptations on Oleander will now be our home unless otherwise notified.

BMCCF



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

For additions or submissions to the letter contact the editor:

Charlie Schaefer or
BMCCF@ec.rr.com

Visit the website:
www.BMCCF.org

British Motor Club of the Cape Fear

“HAPPENINGS”

Bucket List Item for All British Car Nuts

The seed is being planted

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

Below is a link to the most amazing European Car Event in the world; no, we do not exaggerate. If you have the intestinal fortitude pull it up - beware it may be beyond your wildest imagine. September 8th & 9th. WARNING this is not for the faint of heart. Visit site at you own risk...

<http://www.beaulieu.co.uk/beaulieu-events/international->

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President's Message:

There will be no President message this month.



The HUB is published and distributed Monthly by the Cape Fear British Motor Club. Articles reflect the opinion of the author and are the property of the Cape Fear British Motor Club and may be reprinted by similar clubs providing the author and source is

autojumble/international-autojumble-faq



Murphy to Manteo Rallye - The North Carolina Border Tour

The NAMGBR event in Dillard, Georgia will have a complimentary tour that will bookend the June 6-10 MGB focused event. The Rallye begins outside Raleigh on Monday June 4, stop in Mt. Airy with overnight in Dodson then to Asheville, then to Cherokee and Murphy and turn to Dillard. The Tour will arrive in Wilmington on June 12 with a stop in Wilmington and official stop at Wrightsville Beach Museum. They will head to New Bern after that for overnight.

Anyone can "jump in" at any time. BMCCF is encouraged to join and I believe that the Grand Strand Club will come up as well.

More info to follow.

Questions?

Edie - ladyirish@aol.com



BMCCF Minutes

April 20, 2012

Meeting called to order 7:00pm at Temptations,
The minutes from March were accepted as published.
Peter Burr presided.

Treasurer's report – Le Count de Monay reports \$4800.17 in the till and 58 paid up members. We have had as high as 93 – should we contact those who haven't yet renewed? Discuss with Terry Smith.

Thanks to Patti Mason and Christen Christian for such a great **Fool's Rallye!!** The weather was fine, the course created many opportunities for backtracking, and was really fun and different. They suggested organizing an early June drive-back - TBA

Ten couples have signed up for the **Beaufort trip** on the 21st/22nd. Leaving from the Food Lion in Hampstead at 11, lunch along the way. Cal and Craig Harms have planned an outing for Saturday at Harker's Island.

Car Show:

Patti and Christen are creating the **poster** and hand-out tri folds with Matt Rogers. We're not selling T-shirts this year but it was suggested we give away posters instead. Car clubs in our area will also receive emails with the posters.

Now there are **24 classes** (condensed from 33 last year). Meetings will start in mid-May for some committees, TBA.

John Moore, fresh back from the 302 car **Shelton Vineyards Triumph show** (along with Craig Murden and Howard Bollinger, all of whom won awards!), was impressed at how quickly the results were tabulated – he will get info from them as to how they did it.

Sponsors are still needed, as well as a chair for this committee. Some sponsors will repeat from years past, but we need many more new ones. Any ideas?

Middle of the Island did the lunch **catering** last year but many people also ate at the Crab Shack (on the grounds) – should we add them to the roster for this year?

Dale Masters warned against using the **car jack stands** with serrations and pin – they've been known to fail. Check yours out.

Edie Cutler told us of another “fly-in” of **vintage planes** at the State Park in Burgaw on May 12th from 9 to 3. Another opportunity for an outing!

Cookie Cooper thanked everyone for their donations to **Operation Top Cat** – they made \$3200 from their recent sale! That's a lot of kibble.

Meeting adjourned at 7:35.

Respectfully submitted, Karen Burr, Secretary

Busted Knuckles

By John Foster



CalSpyder Project Update # 19 of a series of updates approx. every month.

See five (5) images attached of the 1961 Ferrari 250GT California Spyder Replica (CalSpyder) car I am building.

1. Modified driver side fuel rail (relocated fuel pressure/temp. sensor toward firewall) for improved inside hood clearance. Machined a new fuel rail o-ring plug & bolt-down cap for orig. fuel pressure sensor opening. (**Thanks to Steve Studer for welding help**).
2. Installed shorter, wider oil pan mfg. by Canton Racing Products to increase ground clearance while maintaining same 6-quart oil capacity. Stock oil pickup tube replaced.
3. Completed various items from ongoing "shake-down cruise" : H/L switch had intermittent contact while driving at night, replaced both inner & outer tie rod ends , added additional anchor point for steering shaft linkage - (now smooth as silk), adjusted ft.-rear brake bias.
4. Fabricated hinged trunk prop rod from 304 S.Steel tubing.
5. Custom NC license plate, "RFERRARI" received
6. Completed trunk/hood/door alignments & spacing prior to driving car to paint shop on Monday, 4-2-12. Car will be painted with BASF basecoat/clearcoat # 508 **RED**. It has been 2 yrs. and 4 months since I bought the un-assembled body in Florida.





Latest up date for Rob Deanes TR-4 Racer

The newest part for my car for 2012 updated TR-4 racing axle, Mosler chrome molly Ford racing axle, this replaces the original so that you don't have the carnage from a axle that will break during the stress of sticky tires and a locking rear end. When the stock axle breaks the car normally rolls .For 2012 I have also had the crank drilled for Ford/Chevy big block flywheel bolts designed for big horse power like a dragster done by P & M Performance Racing who suggested I do this. Looking for a good year with VIR at the first of April and racing the Mitty at Road Atlanta in the end of April. There should be a nice article on this in the May issue of Classic Motor Sports Magazine.



BMCCF - Fools Rally

They say pictures tell a thousand words...





And the winners are - Ron & Beth Foster



**Our organizers and hosts:
Many thanks to:**

Christian & Patti

**It was the 'most funest' time
we have had all year...**

Beaufort Weekend 2012

BMCCF

**YES - this is what
party animals look
like**



From Denise and Jan Scarce from Beaufort 2012



“TRIUMPH CLUB OF THE CAROLINAS”

From our Jacq Moore (not less)





Our Boys Hard at Work



Landfall ran an event to raise money for the Landfall Foundation on Saturday - We had 11 cars represented by **BMCCF We were 25% of the cars on display...**

Many thanks...

MGB Turns 50 With a Triple Celebration

Borrowed from [KATHERINE TOMPKINS](#)



The iconic MGB which celebrates its 50th birthday at July's Silverstone

This year marks the 50th anniversary of the MGB, first produced in **May of 1962** by MG Cars and produced under various owners, including the British Motor Corporation and British Leyland, up until 1980. The MGB50 committee and MG Car Club are involved with three different events to celebrate the golden anniversary, and MGB owners who attend all three will receive a commemorative plaque.

First up is MGLive! June 23 to 24 at the Silverstone Circuit, home of the British

Grand Prix. This annual gathering of MGs and their owners bills itself as “the world’s biggest MG event.” With a 50th anniversary to celebrate, it will be even bigger than usual. Apart from club displays, there are also various competitions, plus entertainment for the whole family.

The second event is the featuring of the MGB at this year’s Silverstone Classic, running from July 20 to 22. The Silverstone Classic is three days of historic racing. Last year they celebrated the 50th anniversary of the E-type Jaguar and made a new Guinness World Record for the largest parade of E-types. It wouldn’t surprise me if they tried something similar with the MGBs.

“We are very proud to welcome the MGB50 celebration to the Silverstone Classic,” said event director Nick Wigley. “The ‘B’ is at the heart of the classic car movement in the UK and, as part of this trilogy of special events, we look forward to giving owners a great rocking and racing experience. This is a fantastic era for celebrating golden milestones in the British sportscar industry – last year the Silverstone Classic honoured the 50th birthday of the E-type with a Guinness World Record; this year we will be paying homage to 50 years of the remarkable MGB.”

It seems appropriate, since the MGBs were built just down the road from Silverstone, in nearby Abingdon. Event organizers are expecting 800 historic race cars (not all MGBs, of course) and 7,000 classic cars, plus live music from Adam Ant and Mike & The Mechanics.

Last of all is a gathering of MGBs at Blenheim Palace in September. Unlike the other two events, the cars will be standing still. Perhaps not as exciting, but a much better opportunity for taking photos.

“It’s shaping up to be a tremendous year for the B,” confirmed MG Car Club General Manager Julian White. “Each of the three events offers MGB owners something different and I know many enthusiasts will be keen to attend all three celebrations. The MG Car Club is based in Abingdon, the spiritual home of the marque, so we know first-hand how much the MGB means to people. So it’s only natural we have big plans for the MGB50 anniversary.”

Sounds like quite the party.



Iconic British MGB sports car reborn for the 21st century (except it's an SUV made in China)

Sent to us by John Foster:

By Ray Massey, Transport Editor

PUBLISHED: 22:54 EST, 23 April 2012 | **UPDATED:** 04:10 EST, 24 April 2012

The iconic British MGB sports car that brought affordable sports car motoring to the masses is to be reborn in the 21st century – designed by Britons but built in China.

The new MG Icon was unveiled as one of the undoubted stars of the Beijing Motor Show and is a modern take on a much loved classic which is still seen widely on the road today.

It was unveiled by the MG company which is now part of the giant Shanghai Automotive Industry Corporation (SAIC) which also owns Rover following the collapse of MG Rover under the controversial stewardship of the ‘Phoenix Four’ led by John Towers.

Its British design team said they had taken cues from the original MGB to create a modern take on the sports car. Although the show model is a coupe, a soft-top roadster is also set to follow. But the Chinese love of British sports cars carried through to the MG stand itself which proudly bore the company badge.

Alongside mini-skirted Chinese girls were references to 'Morris Garage' from which the letters are said to derive, pictures of the company's founder Cecil Kimber and a giant map of the United Kingdom painted as a patriotic Union Flag in red white and blue.

There were even photographs of Spitfires on the walls.

Insiders say the car is likely to go on sale around 2014 at a price of around £16,000. Although it will be manufactured in China, it is possible that some could be sent to the UK in kit form for final assembly at MG's Longbridge factory in Birmingham.

The MG Icon project's chief designer, Birmingham born Steve Harper, 53, who started as an Austin Rover apprentice and also worked on the MG Metro and MGF sports car during his 35 year career, said: 'MG in China is seen as a young person's brand. It's also a global brand.

'We didn't want to create a retro car. But we wanted to show how the MGB would have developed had its production not been ended in 1980. It's sporty, small but practical.

'There are two seats in the back if you need to take the kids. We're showing a coupe. But why not a roadster?'

And Anthony Williams-Kenny, 37, who is global director of design for all of the Shanghai Automotive Industry Corporation (SAIC) said: 'We set out to create a modern car, not a retro car.

Southampton-born father of two Mr Williams-Kenny, who studied automotive design at Coventry University and worked himself for seven years for the MG Rover group at Longbridge, added: 'Since we took the covers off we've had so many people from around the world come up to us and say "we used to have an MGB". It's struck a chord', he said.

The original MGB was launched as a soft-top roadster in 1962, with a fixed-head coupe following three years later in 1965.

It was built until October 1980 at MG's factory at Abingdon in under the umbrella of MG, the British Motor Corporation and its successors, British Motor Holdings and British Leyland Motor Corporation. More than half a million were built altogether over the 18 year lifespan, of which more than 125,000 are the hard-topped MGB GT coupes.

Work on a successor for the MGB had been undertaken as long ago as 1968, but British Leyland had pulled the plug on that project by the end of 1970.

When the Abingdon factory finally closed in the autumn of 1980, British Leyland did not replace it. But second hand versions of both the GT and Roaster versions of the MGB continue to provide affordable sporty motoring for many and sell for between £1,500 and more than £9,000 depending on condition.

MG cars were the creation of Cecil Kimber, general manager of Morris Garages in Oxford, who, in 1923, fitted special sports bodies onto standard Morris chassis.

After years as part of British Leyland and its many incarnations, it has undergone a tumultuous few years - having been sold to Germany's BMW; who then offloaded it with the blessing of the last Labour Government' to the infamous 'Phoenix Four' directors led by John Towers, before it went bust, sparking a major scandal inquiry.

It was then snapped up for a song by the Chinese and is now owned by the Shanghai Automotive Industry Corporation (SAIC) which also owns Rover, which it has renamed 'Roewe' for the Chinese market, and runs the MG factory at Longbridge in Birmingham which assembles some cars such as the MG6 from kits supplied from China.

Cool customer: An advert for the MGB GT sports car taken from a British Leyland brochure in the 1970s

MG and Rover were bought for just £10 after BMW, which bought it in 1994, decided to off-load the loss-making company in 2000 following six years of controversy and rising costs and after a potential sale to venture capital company Alchemy - opposed by unions and many Labour MPs - fell through.

Ministers were pleased by the rival Phoenix consortium deal because it kept Rover alive in the run up to the 2001 General Election at a time when its failure would have been acutely damaging in key West Midland marginal seats.

When the firm finally went bust with a loss of 6,300 jobs in April 2005 just before that year's General Election - and with dozens of marginal seats at risk - the then Prime Minister Tony Blair and his Chancellor Gordon Brown rushed to Birmingham to appear hands-on during the crisis which saw the Chinese picking up the company for a song from the receivers.

MG was initially bought from the administrators in 2005 by Nanjing Automotive Company



(NAC) which in turn was taken over by Shanghai Automotive in a merger 'encouraged' by the Chinese Government.

The Phoenix directors made around £40million from their stewardship of the car firm but have always denied charges of 'asset-stripping'. But one senior BMW boss described the 'Phoenix Four' directors as 'the unacceptable face of capitalism'.

The Longbridge factory sprang back to life under Chinese ownership in August 2008 to re-start production of a two-seater MG sports car, the two-seater MG TF LE500 sports car .

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Hello Charles,

We are finally unpacking our goods and chattles now that the house is finished and during this process I found the original letter which came with my father's watch.

Cheers,

Eric Robinson.

Check it out on next page -

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YOUR REF

30th July, 1962.

Dear Mr. Robinson,

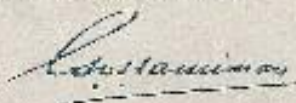
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May I offer you my personal congratulations and wish you the best of luck in the future.

Yours sincerely,



CHAIRMAN

Did you know:

Brotherly Love

On June 8, 1916, Rembrandt Bugatti, a gifted wildlife sculptor and younger brother of Italian auto maker Ettore Bugatti, committed suicide at the age of 31. An eccentric artist known around Paris for climbing into the cages of animals at the Antwerp Zoo, Rembrandt Bugatti suffered financial troubles and chronic bouts of depression. Struggling financially and suffering from depression as a result of the horrors witnessed in his time as a paramedic aid at the Red Cross Military Hospital during World War I, Rembrandt found himself pushed over the edge. When he was found, sealed in his apartment with the gas turned on, the once gifted artist whose outstanding animal sculptures can be found in museums all over the world was reportedly clutching a bouquet of violets.

When older brother Ettore went on to produce the famed Bugatti Royale sports cars, each carried a replica of Rembrandt's most famous sculpture on the hood—a dancing silver elephant—commonly regarded as the most sought after hood ornament in the world.

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That's All Folks
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