



AUGUST MEETING **MEETING AUGUST 2**

AT GONDOLA ITALIAN RESTAURANT

Join us at the Gondola Italian Restaurant on East Dixon Boulevard for our regular monthly meeting beginning at 6:30pm in the private dining room of the restaurant. During our meeting we will discuss visiting **Baker's Buffalo Creek Winery**, having an online membership directory, and an update on **Upcountry Driving Tour** to be part of **Euro Auto Festival**.

As a reminder, we are ordering from a set menu. The choices you have for a meal are:

- Baked Spaghetti with Meat Sauce
- Chicken Parmigianna with Pasta & Marinara Sauce
- Baked Cheese Manicotti
- Traditional Red Lasagna

All entrees served with garlic bread, house salad, choice of dressing and beverage (Tea, Soft Drink, and Coffee.) The cost per person will be \$9.95 plus tax and gratuity for a total of \$10.62. However, the manager has offered if someone can not eat any of these items, he will be glad to work with your dietary restrictions.

They will also offer all mixed drinks for \$2.99 and domestic beer (bottles, cans or draft) for \$2.00.

Normally the meal would cost \$12.95 per person, plus tax and gratuity for a total of \$16.41

A special **THANK YOU!** to **Jerry and Rene Bumbaugh** for developing and presenting **Jerry's Jeopardy** at the July meeting. Congratulations to the President's Team for winning this round.

Tom Greene has spoken to the owners of **Baker's Buffalo Creek Winery** and they would like us to consider spending an afternoon or evening at their winery this fall. Look at your calendar and come ready to discuss dates. **Charles** and **Anne Edwards** worked closely two years ago when we sponsored the wine tours in Cleveland County for **Euro**.

PRESERVING THE PAST

Thoughts While Driving by Doug Carlisle

In the late sixties and seventies junkyards were littered with the remains of the cars of our youth. Cars were crushed for scrap metal or disassembled for spare parts.



Many were let out to pasture and rotted in the elements. Some found their way to a derelict shed where their demise took a bit longer but eventually came to the same end. Though many survived, I would not want to guess just how many European cars died a rusty death. Many of us have brought our cars back from a sad state of existence. Some of us are blessed with cars that have been pampered throughout their lifetime and remain a priceless time capsule.

The question now is what happens when we are forced to part with them---and it will happen. Unless one is going to be buried in their car, plans have to be made for their future. All this sounds so dramatic, but, I assure that if you have any kind of investment at all in your car you probably want it to go to someone who will appreciate it. So plans have to be made. I think we have a responsibility to uphold.

First, while we may feel that we can do with the car as we please, I believe that we are also caretakers as long as it is in our possession. Secondly, I believe that we have an obligation to the next owner. Do they understand the "proper care and feeding" of the car they are about to own. Do they know how to change a wire wheel?

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How about the proper oil for an SU carb? Tire pressure? Can they even open the bonnet? How about a manual choke? Can they baby it until it reaches correct-operating temperature? The list goes on and on and on. To many of us ownership is a joy. Cleaning it up after getting caught in a rain storm or putting on the top and side curtains, tuning the engine, or just checking the oil ----these things, and more, are what makes the whole experience of ownership pleasurable.

I know our little cars are not for everybody----that's what makes the world go round. But as for me, whether driving or fixing or washing the little car in the garage --- I love the whole ball of wax.

Doug Carlisle, President BREMC

CLUB OFFICERS CHAIR PERSON'S FOR 2011 - 2012

*Doug Carlisle *-- President*
*Wilbur Wright *-- Vice President, Regalia & Accessories*
*Cindy Carlisle *-- Secretary / Treasurer*
Charles "Mac" McCuen -- Membership
Don Byrnes -- Program & Website
Jerry & Renee Bumbaugh -- Publicity
Margaret Harry -- Awards and Show Balloting
Skip Wise & Iverson Smith -- Technical Directors
*Tom Greene *-- Car Show, Immediate Past President*
Jack Weller -- Newsletter
* Executive Committee Member

MEMBERSHIP NEWS WOULD YOU LIKE TO HAVE AN ONLINE MEMBERSHIP DIRECTORY? By Mac McCuen

The Club is in the process of finalizing a membership directory that will be printed and sent to each active member of the **BREMC**. It has been suggested that we have an online directory that would be on the website.

Here are some things to think about before the meeting this month:

- Each member would have the opportunity to approve what is posted in the directory about them and their car.
- Only people with a password would be able to access the directory.

There may be other issues related to an online directory. Please share your thoughts at the meeting or send them to me at charlesmccuen@yahoo.com

WELCOME JOHN LONG

AND JEFF TREPEL OUR NEWEST MEMBERS

Welcome to **John Long, Lake Wylie, and Jeff Trepel, Gastonia**, our newest members who were at our July Meeting. **Welcome John and Jeff!**

LINK TO AN INTERESTING STORY ABOUT FINDING A LOST FRIEND

Don Byrnes sent this note thinking that **Healey** owners would find it interesting. After reading the article, thought it would be worthwhile to share the link with all the members.

<http://www.leftlanenews.com/texas-man-finds-his-stolen-1967-austin-healey-after-42-year-search.html>

HISTORIC VEHICLE ASSOCIATION AN ORGANIZATION SHARING THE JOY OF OWNING AN OLDER VEHICLE

Paul Ianuario, curator at the BMW Museum, is one of the co-founders of this organization. If you have questions about the use of ethanol gas on your car, this group has a while section on the web site. It is one more "**Favorite**" to add to your computer file to visit once a month to find out what is happening in the world of vintage cars.

Some of you may even want to volunteer to share the reasons why your car matters. Details on how to do this are part of the web site.



www.historicvehicle.org

BROAD RIVER EUROPEAN MOTOR CLUB MISSION STATEMENT

The purpose of the
Broad River European Motor Club is
To encourage and promote the preservation
and enjoyment of European cars,
To conduct educational and social events, and
To involve the group in community, civic, and charitable events.

BREMC MEETING MINUTES

JULY MEETING MINUTES

Broad River European Motor Club
Thursday July 12th, 2012

The meeting was held at the Gondola in Shelby. Doug welcomed everyone to the meeting. There were 27 members present and 1 guest

And once again this was **Jerry's Jeopardy** night. The winning team this time was the President's team. The questions were great and a lot of fun was had all around.

NEW BUSINESS

The new and revised by-laws were emailed out to all members for their perusal on June 20th. We only had two responses to the emails. These responses were taken into consideration and the appropriate changes made and a new revised copy was emailed to the membership. The changes made to the by-laws were for clarification purposes as we will be putting them in the new membership booklet.

The changes being made were to the meeting times and the fiscal year was changed from July 1st to June 30th to read from January 1st to December 31st with the annual business meeting being in November and the new officers taking office in January.

We talked about getting the reports to the Newsletter Editor promptly so that he would be able to get the newsletter out on time. You do not have to be a Committee Chair or officer to report news to the editor. It can be a trip to a car show or any other news that you think might be interesting to the membership.

There was very little discussion and no questions asked. A motion was made from the floor by **Lynn Coombs** that the new by-laws be accepted and a second was made by **Ken Harrison**. The motion was voted on and passed.

Bob and **Cindy Cabaniss** have agreed to be the Chairs for the **Euro Fest Wine Tour**. Please contact them if you would like to help or have any ideas.

Rene Baumbaugh made a suggestion that if the members would like to give a donation to the **Abuse Prevention Council** instead of your free six months membership fee (due to the change in fiscal year in the new by-laws) please do so. Please give the monies to Rene before you leave or at the next meeting.

OLD BUSINESS

No old business was discussed at this time.

COMMITTEE REPORTS

Membership: Mac McCuen gave out new members name badges. If anyone needs a replacement please see Mac.

The meeting was adjourned
Respectfully submitted,

Cindy Carlisle, Secretary/Treasurer

CHECK FALL EVENTS

EURO AUTO FESTIVAL OCTOBER 20

Good News! EURO 2012 Registration is now open.

Go to

<http://www.regonline.com/Register/Checkin.aspx?EventID=1062703>
to begin registration process.

We have made a few changes this year:

- 1) If you registered last year, your personal information will be auto filled. Make sure the information is up to date.
- 2) The registration fee this year is \$35. The registration fee covers the cost of showing one car, admission to all technical sessions and use of the hospitality center at the hotel.
- 3) Drop down lists are being used for car model and makes. If your make or model is not listed, there is a text box for you to type in the make/model. *Parking spaces on the show field will be assigned by on class and time of registration.*

Dennis Cage from "**My Classic Car**" and his movie crew will be present. You may sign up to have **Dinner with Dennis** on Friday Oct. 19th. He will also be the guest speaker at the closing banquet on Saturday Oct. 20th. There will be limited seating at both events.

Mercedes-Benz is the feature marquee.

Embassy Suites in Greenville is the host hotel.

We are expecting to have an exciting event. For more details about this year's event go to <http://euroautofestival.com/>

BREMC SPONSORING UPCOUNTRY DRIVING TOUR

As part of this year's Euro Auto Festival, BREMC will again coordinate one of the Friday events. **Bob** and **Cindy Cabaniss** have agreed to be the Chairs for the **Euro Fest Upcountry Driving Tour**. They are looking for volunteers to be at each of the four wineries and to help get the folks started from the hotel on Friday morning, October 19th.

Below is the event description from the Euro web site.

Upcountry Driving Tour

Take a leisurely drive in your classic car over the rolling scenic terrain of the upstate South Carolina. Leaving from the Embassy Suites, you will travel the less traveled route past beautiful estates, horse farms, and fall colored foothill mountain views to a few local wineries where a restful tasting and lunch will be served. Maps will be provided.

In a note to the Euro folks, Bob wrote,

Just today, my wife and I toured 4 wineries within 10 miles of each other, in the Columbus / Tryon North Carolina area. We are looking at a box lunch or perhaps North Carolina Barbecue. One of the wineries has several "Wine Flavored Ice Cream" for dessert!

Our plan at the moment, is to drive from Greenville to join SC Route 11 east (A scenic byway), through Tryon to the four wineries. The wineries are Green Creek Winery, Rock House Winery, Parker – Binns Winery, and Over the Mountain Winery. After visiting the wineries, each individual could choose to go through the Lake Lure / Chimney Rock area, then back to Greenville, or a more direct route to Greenville.

There are some pretty country and twisty roads!

WAKING SLEEPING BEAUTY

OR YOU HAVE TO BE METHODOICAL

By Iverson Smith – Technical Director

At the last **BREMC** meeting I told **Doug** that as one of two technical directors I would write some articles. The topics will vary based on feed back from members and I guess just on what I feel like writing about. This is the first of the series.

FINDING SLEEPING BEAUTY

About a year ago I succumbed to passion rather than good sense and bought a '68 **250 SL Mercedes**. I say this because I have more cars than I can store or work on, a fact that my lovely and mostly understanding wife reminds me of periodically.

This car I bought is very similar to the red **230 SL** that I usually drive to the club meetings and showed at the (I hope I get this right) **Broad River European Motor Club Classic**.

A friend told me about the car and told me it was in Hildebran, right next door to Henry River of **Hunger Games** fame. Just goes to show that you never know where a gem will pop up. Anyway, the next time I was in the area, I stopped by the garage where the car had been stored for at least 4 years. The garage owner told me that the car owner could not be found. I left my name and phone number anyway. I made a couple more trips to ask about the car and left my name and address on a 3x5 card with the note, "I want to buy your car." I had almost given up on hearing from the owner when I received a phone call from the owner. He asked, "How bad do you want to buy the car?" I made an offer and he countered with a slightly higher asking price. A couple days later, I caved and bought the car. I still think I paid a fair price for the car which is in exceptionally good condition.

A neighbor trailered the car home for me and I set about assessing what needed to be done to the car, and how best to get the car in running condition without causing any harm. This article is about what I did to resuscitate the car.

METHOD TO THE MADNESS

I resisted the temptation to just dump some gas in the tank and see if it would start, and opted instead to systematically clean, lubricate and refurbish or replace any defective parts between the gas tank and the engine.

I wanted to make sure the engine was free, before I ever tried to turn it over. I don't think it was stuck, but just to be sure the rings were free and the cylinder walls were lubricated, I pulled the spark plugs and dumped an ounce of **Marvel Mystery Oil** in each cylinder. This works well for a vertical, inline engine but would not do much for a V-8 or any engine where the cylinders are not vertical. I also removed the fuel injection lines and filled each of the cylinders of the mechanical fuel injection pump (FIP) and the six mechanical fuel injectors with **Marvel Mystery Oil**. I repeated this process for the cylinders, the FIP and the injectors every few days for about 2 weeks, still **not** turning the engine over.

In the meantime, I cleaned the fuel tank, checked all the hard lines from the tank to the FIP, and replaced all the flexible fuel lines, and the fuel filter. I also checked the fuel evaporator/condenser, the vent lines to the fuel tank, and cold start mechanism.

FINDING AN ALTERNATE SUPPLIER

The car had been parked because the fuel pump was defective and the owner did not want to pay \$500 to \$600 for a new fuel pump. To be honest, I did not want to pay that much either, so I started searching for an alternative. I found out that a fuel pump manufactured by Holley had approximately the same pressure and volume as the original, looked very much like the original and only cost about \$135. One of these pumps is now installed on the car and is working very well. I mounted the fuel pump using the original mounting bracket and a sleeve I machined from a piece of plastic. I also purchased a couple of brass fittings from the local big box store to make the fuel line connections. A new fuel filter pretty much completed the work on the fuel system to the FIP.

For the electrical system, I replaced the rotor button that had been removed, cleaned the battery cable and purchased and installed a new **Optima** battery.

Now it was time to start to work on the engine itself. After checking to make sure I had a replacement valve cover gasket, I pulled the valve cover and inspected the cam and valve train. Everything was in great shape. The previous owner told me the engine only had about 8000 miles on a new Mercedes service engine. I am a natural skeptic about such claims, but I was beginning to believe him. From all I can see the 8000 miles seems to be right. All the hoses, clamps, wires and other parts on the engine are genuine Mercedes and appear to have been installed at the dealership. I cleaned the camshaft lobes of any foreign matter and coated them with a camshaft assembly lube. While I had the valve cover off, I adjusted the valves. I then drained the engine oil, replaced the oil filter and poured the new oil over the valve train and the timing chain, making sure that everything I could reach was lubricated.

FIANL STEPS TO WAKE HER

With the engine buttoned up and the fuel injection lines installed, but with the sparkplugs still out, I spun the engine until the oil pressure came up. Then I checked the compression. It was exactly where it should be. I installed the plugs, bled the fuel injection lines of any air, checked the coolant level and proceeded to crank the engine. It started, first on 3 cylinders, then 4, then 5 and then on all six. The engine settled down to a smooth idle at about 100 to 200 rpm more what I thought it should be, but a little fine tuning will take care of that. The engine is smooth, with no strange noises, no blow by, no oil leaks and a clean exhaust pipe. Even **Libby** noticed how well the engine ran. To say the least, I was happy.

I will still check the water pump, starter and alternator, and some other peripheral items but that is another story.

Iverson Smith, Technical Director