



The Rear View Mirror News about BREMC

Goal is to send this electronically each month. Printed copies available at meetings.
Any ideas for a name for the newsletter? Send an e-mail to Jack Weller with your suggestion.

SAVE THE DATE
APRIL 30
BROAD RIVER
EUORPEAN CLASSIC SHOW

March 2011 Broad River European Motor Club

Shelby, North Carolina 28150

Volume III Number 03



MARCH MEETING

COVERED DISH MEAL

PLANNING FOR APRIL CAR SHOW

CAR SHOWS IN APRIL, MAY & JUNE, COME TO MEETING AT OWL'S EYE WINERY

The March meeting of the **BREMC** will be held on Thursday, March 3rd starting at 6:30pm at Owl's Eye Winery, Metcalf Road, Shelby.

Our program for the evening will be three members sharing about shows to be held in April, May and June. **Doug Carlisle** will share about the **Triumph Gathering**; **Jack Porter** will talk about the **Scottish Games**; and **Wilbur Wright** will share about **British Car Day South**. Each is a fun trip and we would like to see more members participate in these shows.

Tom will be having surgery on March first and will not be at the meeting. While he is recovering the meal is in good hands as we will try a second **Covered Dish Meal** with **Bob and Cindy Cabaniss** coordinating arrangements. If you plan to attend, please respond to them by sending a note to bcabanis46@yahoo.com They will prepare the meat and we will bring the other items to enjoy. This includes vegetables, starches – potatoes and rice, desserts, and all sorts of other delights. If you have a question, give Bob and Cindy a call.

Please respond as soon as possible so they know how much meat to buy for the meal. Thanks to all who have let Bob and Cindy know already.

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.

OFFICERS OF BROAD RIVER EUROPEAN MOTOR CLUB

Officers Tom Greene, president;
Jack Weller, vice president
Cindy Carlisle, secretary / treasurer

WORK CONTINUES FOR BROAD RIVER CLASSIC CAR SHOW WE ARE LESS THAN 68 DAYS AWAY

Committees have been meeting to keep plans moving for the **Broad River Classic Car Show**. If you have not registered your car yet, please visit the website and download the registration form and bring it to the meeting Thursday.

Committees are meeting every two weeks and they will meet as part of our March meeting. If you have not volunteered, let one of the chairperson know that you will help.

Publicity -- Jack & Annette Porter – Have prepared a flyer that is being sent to other Clubs and to be given at other car shows.

Promotions -- John & Belkis Salazar – Are sending letters to Clubs and using the website to promote people to register for the event.

Registration----Charles & Patty

McCuen – The registration form is on the website and paper copies available to share. We are promoting Club members register with the early bird registration so that we have an idea of the support we will have the day of the event. Cindy Carlisle is handling all of the funds turned in with the registrations.



Parking----Greg Casler is working with other members to identify the best way to get cars registered the day of the show and then in place by classes on Warren Street. He is looking for many helpers to direct traffic, help directing cars with trailers, and watching for pedestrians as the cars are located on Warren Street.

Judging and Awards----Margaret Harry – Finalizing a proposal for awards and other items to be presented. She is contacting local merchants to be sponsors and local elected officials to help decide a few trophies.

Sponsorship-- Work with local Tourist Council, **Buffalo Creek Galleries**, and **Foothills Merry Go Round Festival** to promote event and to identify sponsors who would assist with the cost of awards, trophies, and other recognition for the event.

WEBSITE HAS REGISTRATION FORM

Doug Carlisle and Don Byrnes are maintaining the website. We have loaded information about the Broad River European Classic Car Show.

Here is the website to check it out and see first hand the work of Doug, Don and Doug's son Nathan.
http://broadriveremc.com/Page_2.html

Ideas or suggestions may be sent to Doug Carlisle at d_carlisle@bellsouth.net or Don Byrns at dkb143@msn.com

Communications is an important part of any organization. The newsletter is published monthly
to encourage and to promote events, **to share** activities and information,
to introduce members to the love of cars, **to involve** you in helping others and **to celebrate** our successes.
If you have ideas for articles or want to let us know how you like the newsletter, e-mail **Jack** at sweller@aol.com

FEATURED MEMBER: IVERSON SMITH

Doug Carlisle has asked several members to share how they got started and their car. Here is the first in a series of articles that will appear over the remainder of 2011 on BREMC members. If you would like to be a featured member, please contact Doug or send an e-mail to Jack Weller at jweller@aol.com

At the last BREMC meeting, Doug Carlisle asked me if I would write up a short bio of myself and a description of my **230 SL Mercedes**. This is my effort.

FROM FORDS AND CHEVYS TO IMPORTS

Libby and I moved here from the Newton Conover area, where we both attended Newton-Conover High School. She went on to Lenoir Rhyne College and I went to NC State. We were married after college graduation. After a stint in the army I went to work for J P Stevens in the textile industry. We eventually ended up back in Conover, where I operated an automobile repair shop (paint and body and mechanical repairs), working on a lot of foreign and special interest cars. Libby and our two girls moved to Cleveland County in 1973 when I was offered the opportunity to come here and start an Occupational Safety and Health Program for what was then Cleveland Technical Institute. We moved, bought a house, settled in and have been here ever since.

I developed an interest in sports cars when I ran the automobile business in Catawba County. Prior to this my interests had been mostly old Fords, and to a lesser extent V8 Chevrolets.

My favorite Ford was a 1939 Ford coupe that I bought after my sophomore year at State. It served very well as a well preserved mostly original driver for a quite a while. Eventually the drive train became tired and I started modernizing. First came a corvette engine, then a 4 speed, a Chevrolet rear end, big Ford disc brakes on the front, Buick alfin brakes on the rear, and a Chrysler alternator. This was at a time when the only domestic carmaker to have an alternator was Chrysler, and disc brakes were something used on them foreign cars and was an option on some high performance domestic cars. A later model higher horsepower Corvette engine eventually replaced the first one. The car was painted 3 times and upholstered twice. I eventually sold the car to someone in Kinston, NC. The last I heard, it was sitting in his garage. He would neither drive it nor sell it.

DRIVING AN MG AT LUNCH IS A CHALLENGE

My first sports car was a 1952 MG TDC (TD Competition) from Modesto CA. This was a real powerhouse: 54 rated hp, dual shocks on the front, dual fuel pumps and two 3/8 in. fuel lines feeding the carburetors, on an engine of about 1000cc. Do you think the two fuel pumps and the 3/8 in. fuel lines may have been just a little bit of overkill? Libby and I drove the car on a more or less regular basis for quite a while. Driving this car to lunch was a real thrill. Have you ever tried to drive with a hamburger in one hand, a drink in the other, all the while trying to steer, change gears and give a hand signal through the side curtain? Talk about multitasking.



A DEAL I COULD NOT REFUSE TO GET A MERCEDES

Sometime about 1970, Libby and I drove to Charlotte and test drove a new Mercedes diesel. I was really impressed with the ride and handling of the car, (a diesel sedan), not so much with the anemic performance. Anyway, I decided that sometime I wanted to own a Mercedes. My opportunity came one day in 1980 when I was riding by Rogers Cadillac and spotted a 230 SL Mercedes. It belonged to the body shop foreman. After a little negotiating, I purchased the car and used it as a daily driver, and parade car, in "as purchased" condition. My oldest daughter even learned to drive in the car. Eventually, it started smoking. When this started, I thought, I will just replace the valve seals and continue to drive it. When I started to work on the engine, I noticed that a valve guide moved up and down with the valve. This is not good. When I looked further, I saw a scored cylinder wall. Well, while the engine was out for a rebuild, I thought I may as well paint the firewall and under the hood. Then, I thought maybe I should also disassemble the front suspension and paint and refurbish it. Since I have gone this far, I should just paint the whole car, replace the seals and gaskets, and freshen up some of the chrome. Since I have gone this far, why not just replace the upholstery too. I think you get the picture. One thing led to another, and before long I had the car blown apart, down to the shell and was involved in a complete restoration. All the pieces that were removed were inspected and rebuilt, painted, chrome plated, or replaced, as needed.

My idea in building the car was to have a car that is dependable, looks, runs, rides and drives good and still retains the character of the original, even if it is not absolutely 100% box stock original. I thought I must have achieved these objectives, when someone asked me if the car had been restored or was it a well preserved original. Some things like the electronic ignition system, the aftermarket radio, the Optima battery, and the 3 point seat belts on the kinder seat are, in my opinion, acceptable upgrades even if they keep me from winning a concourse trophy. The real trophies are the pleasure I get from driving the car, the friends I make because of the car, and from the looks on the grandkids faces when they ride in it. They love it.

Should I ever want to chase trophies, I have stored all the original parts and could easily return the car to its original state.

Iverson Smith 1965 Mercedes 230 SL 1960
Mercedes 220 SE Ponton Coupe