



MARCH MEETING PREPARING FOR SHOW



SPRING TRIPS JOIN US AT OWL'S EYE

BREMC will hold its regular monthly meeting on Thursday, March 1st starting at 6:30pm at **Owl's Eye Winery**, Metcalf Road, Shelby. We will have a meal at a cost of \$9 (\$7 for meal \$2 for cost of room). Please let **Tom Greene** know if you will be there for the meal. Please e-mail Tom Greene or Mac MacCune We will share plans for the **BREMC Classic Car Show**, give an update from different websites about Car Shows and Meets in the area this spring. **Don Byrnes**, and **Tom Greene** will lead the discussion.

JERRY'S JEOPARDY IS A WINNER

At the February meeting, Club members were introduced to **Jerry's Jeopardy** as produced and directed by **Jerry and Renee Bumbaugh**. Testing each table on their knowledge of European cars and their manufacturers, it was a competitive evening for the different marques.



There were a series of questions in categories patterned after the Jeopardy game. Knowing about German and English cars helped as abbreviations for obscure British car parts were offered or knowing who invented the "people's car" were different questions.

Winning the final Jeopardy was the **Mercedes Benz – Porsche – Fiat** Team of **Jim Roamer, Iverson Smith, Ivors Liliensteins**, and **Jeff and Joanne Cox** with **Renee** and **Jerry** congratulating them on their winning performance. We look forward to the opportunity for a re-match with the **Rolls Royce – BMW – Triumph Team**.

THOUGHTS WHILE DRIVING MESSAGE FROM DOUG CARLISLE

Memories of the *Chimney Rock Hill Climb*

It was 1960. I had just turned 17 years old. The **Chimney Rock Hill Climb** had just turned four. It was still in it's infancy and would run for another thirty five years becoming a rite of spring for hundreds of people. It would change people's lives and introduce spectators to European automobiles. Some of those spectators would drive racing cars the rest of their lives.



I know many may not know what a hill climb is. Well, you take a curvy stretch of uphill road and see just how fast you can go from a starting point to a finishing line. Pretty simple, huh? Well the Chimney Rock Hill Climb was far

from simple. It was a 1.8 mile stretch, climbing almost 600 feet with 19 turns, hairpins and switchbacks that scared hell out of even the most fearless drivers. It was not for the faint of heart. Drivers reached speeds in excess of 100 mph and sometimes practically slowed to a stop. There were no runoffs. No guard rails. No safety barriers. Only rocks and trees kept drivers from being launched over the side of the mountain. Still the drivers came, attacking the mountain with a vengeance.

Most of us have been to **Chimney Rock Park** at one time or another. You just go to Chimney Rock, cross the Rocky Broad into the park and drive on up the mountain. During the hill climb, however, you park your car about half way up in a large grassy area called The Meadows. The second half of the road up to the top becomes the race course. From that point on you make your way on foot up to your favorite viewing place. Remember this is not like a big race track where you can see everything at one time. Here you can only see a couple of corners at a time--and you'd better look fast. You hear them coming long before you ever see them.

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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 please send by the third Thursday of the month. Let us know how you like the newsletter, e-mail **Jack** at wsweller@aol.com

BREMC MEETING MINUTES FEBRUARY 2012

Future editions of the newsletter will have the meeting minutes that will be read at the meeting by BREMC Secretary / Treasurer

Broad River European Motor Club
Owl's Eye Winery Metcalf Road Shelby, NC
February 2, 2012

The February minutes will be sent by Cindy Carlisle later this month with a financial statement. We will approve the February and March minutes at the April meeting.

HELP WITH OUR PHOTO ALBUM

Recently, **Mac MacCuen** has been asking for pictures to place into a scrap book to share with potential sponsors and with others who may be interested in the Club's events.

If you have pictures – prints or digital files -- please send them to Mac at charles.mccuenjr@wellsfargoadvisors.com

Or, get prints and bring them to the meeting and we will be able to put them in the album.

EVENTS IN MARCH THRU MAY

Several Clubs and organizations in the area are planning events. Here is a list and several websites to visit to learn more about shows in North and South Carolina.

March 31, 2012

2012 Carolina British Classics VI

Historic Columbia Speedway

2001 Charleston Highway Cayce, SC

Featured Marque - Mini Cooper, Classic and Modern

www.bccmc.com

April 14, 2012

2012 Gathering is April 13-15

Shelton Winery Dobson, NC. Hosted by the

Triumph Club of the Carolinas.

www.triumphclub.org

May 26, 2012

Great Scot! British Car Show

On the shaded grounds of Furman University

Held in conjunction with Greenville Scottish Games

Contact britishcarshow@yahoo.com

www.greenvillegames.com

IDEAS FOR A DRIVE IN MAY

Don Byrnes will be asking the group what day in May will make for a fun drive in the area. We would meet as a group and then travel to a location for a picnic or meal. Look at your calendar to have some dates to suggest to Don for a trip in May.

WEBSITE – OUR WINDOW TO THE WORLD

Over the past several weeks, **Don Byrnes** has been working to update the website which now includes a calendar of events. Visit the site <http://broadriverebc.com>

If you have something you would like to share, a glamour shot of your car or information about a show or event, send it to **Doug Carlisle** at d_carlisle@bellsouth.net or **Don Byrnes** dkb143@msn.com.

CLUB OFFICERS

CHAIR PERSON'S FOR 2011 - 2012

Doug Carlisle – President

Wilbur Wright -- Vice President, Regalia & Accessories

Cindy Carlisle -- Secretary / Treasurer

Charles "Mac" MacCuen -- Membership

Don Byrnes – Program & Website

Jerry Bumbaugh & Renee Ybarra – Publicity

Margaret Harry – Awards and Balloting

Skip Wise -- Technical

Tom Greene – Car Show. Past President & Chef

Jack Weller – Newsletter

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.

SHARE THE STORY OF YOUR CAR

At each meeting we ask members to share their story about their car and the things that have happened while you were enjoying your car.

This month we feature the story written by **Jerry Bumbaugh**. The format is entirely up to you. You may have as much detail as you like.

Here are some sample questions to try and answer as you write or create your article:

How did you get the car? Purchase, Inherit or found in a barn?

The year, model of the car and anything that makes it unique – I took off the standard carburetors and replaced them with XYZ brand duel carburetors.

What you did to restore or preserve the vehicle?

Share a memory or event that involved the car.

If you have pictures, send them along with the article.

This is a digital newsletter so we are not confined to how many pages we will be publishing.

If you are interested in your car and its story being our next feature, please send **Jack Weller** an e-mail so he knows to look forward to your information

2012 BREMC CLASSIC CAR SHOW

SATURDAY APRIL 28

THE BASIC FACTS

WHO: Broad River European Motor Club

WHAT: Broad River European Classic Show

WHEN: Saturday, April 28

Registration opens at 9:00 am

Field set by 11:00

Voting 11:00 am to 2:00pm

Awards Ceremony 3:30 pm

WHERE: Historic Shelby Court Square – Two Blocks of Warren Street from DeKalb to Lafayette.

WHY: A Celebration of Spring, Arts on the Square and the Foothills Merry Go Round Festival.

HOW: By having a car show that brings Clubs and Cars from all across the area. We will have drawings and raffles raise money to will help the Abuse Prevention Council in Cleveland County

WHO WILL LEAD: *Tom Greene,*

Chairman, and past president of

BREMC, and member of *Buffalo*

Creek Gallery, co-sponsor of *Arts on the Square.* *Cindy Carlisle,*

Treasurer, will handle the accounting for the event.



WHO WILL TELL OTHERS: *Jerry Bumbaugh*

and *Renee Ybarra* will be sharing information with Clubs from the area and local media coverage. *Jack and Annette Porter* have sent "SAVE THE DATE"

brochures to those who attended the show last year and to other car clubs to start advertising our show.

Registration--- *Mac and Patty*

MacCuen Getting folks to pre-register is very helpful in planning the judging, set-up, and logistics for the show. The form is on the website and we are encouraging early bird registration by April 9. Visit the website for the form.



Parking--- *Jeff and Joanne Cox* may be the most

important people on the day of the show as the team decides where cars will be placed, direct traffic and keeps things moving as cars are positioned on Warren Street.



Signage / Directional Signs -- *Don Byrnes* will be preparing and placing signs along the major highways of Cleveland County to direct sojourners from afar to our two blocks of Warren Street.

MORE COMMITTEES AND TASKS

Sponsors – *John and Belkis Salazar* will start with last year's sponsors and work to gain others to help raise money for the **Abuse Prevention Council**. If you have a business or work closely with a business that may have items for the **Hagarty Insurance** bags, % off coupons, informational pamphlets about the area or interesting things to do while in the Foothills, contact **John** or **Belkis**.

Awards & Balloting --- *Margaret Harry* is



chairperson of the committee that will prepare the ballots based on the pre-registration and then count the ballots when they are returned the day of the show. Volunteers needed to help get the totals together in time for the Awards Ceremony.

Classification – *Doug Carlisle* and *Wilbur Wright*

will create the different classes that will be needed for the show based on the cars registered. The day of registration they will be available to clarify what class a particular vehicle will be in for judging. **Doug** will assist those selecting the **Mayor's Trophy** and the **Owl's Eye Winery Trophy**.

Motor Oil Art--- *Jack Weller* will work with artists

from **Buffalo Creek Gallery** who will judge the oil dripping pattern created from the cars during the time of the show onto a pristine piece of cardboard. Abstract Art at its finest!

Logistics and Basic Necessities -- *Tom Greene, Mac MacCuen, Don and Mary Byrnes, and Doug Carlisle* will be working with **Arts on the Square** and **Foothills Merry Go Round** Steering Committees to provide logistical support for the event.

Who do I contact if I want to help in a particular area? Use the list below to send an e-mail to that committee chairperson.

Contact Information

Function	Name	e-mail
Maestro	Tom Green	tgrene1@carolina.rr.com
Treasurer	Cindy Carlisle	casarlisle@hotmail.com
Publicity	Jerry & Renee Bumbaugh	jerrybee57@yahoo.com
Publicity	Jack & Annette Porter	jackannette@bellsouth.net
Registration	Patty & Mac MacCuen	charles.mccuenir@wellsfargoadvisors.com
Parking	Jeff & Joanne Cox	coxj5@aol.com
Ballots & Awards	Margaret Harry	mharry@carolina.rr.com
Classification	Doug Carlisle	d_carlisle@bellsouth.net
Classification	Wilbur Wright	wrighton98306@bellsouth.net
Sponsors	John & Belkis Salazar	jsalazar@moirecorp.com
Signage	Don Byrnes	dkb143@msn.com
Baskets	Wilbur & Lundy Wright	wrighton98306@bellsouth.net
50 / 50 Raffle		
Media	Dennis Davis	senddavis@bellsouth.net
Motor Oil Art	Jack Weller	sweller@aol.com

SHARE THE STORY OF YOUR CAR

At each meeting we ask members to share their story about their car and the things that have happened while you were enjoying your car.

Jerry Bumbaugh sent in information to share about his restoration of his 1957 **MGA Roadster**.

My Restoration

In 1990 I requested a copy of all of the titles for this car and discovered that I am the tenth owner of this **MGA**. The car arrived at **Waco Motors, Miami, FL** on 7/1/1957 from England, then shipped to **Alexander & Main Motor Co.**



Greensboro, NC where it was purchased by **Butler Bruce Edwards of West Jefferson, NC** on 8/27/57. On July 10, 1959 it was sold to **Holly Farms, North Wilkesboro, NC** and was owned by four different people in North Wilkesboro until July 19/1969 when it moved to two different fellows in Lenoir, NC. On 7/21/70, **Loyde Jay Estes** gave it to his nephew, **Johnny Roten**, who was a high school buddy of mine in Boone. I purchased it from him on August 24, 1970

for \$225.00.

It was in pretty bad shape with plenty of rust between the fenders and body. The rocker panels were rusted out and the top & interior in rags. An electrical fire had destroyed the Lucas wiring- -are you surprised? The wiring ended at the firewall. The brakes were shot. None of the gauges worked and it had a toggle switch to turn on the ignition. It did start and I drove it to my folk's home a few miles away -- just barely.

I did not know of Moss Motors back then and could not find a wiring diagram, so I rewired the car my self. I used a 12 terminal with a 3 position toggle switch to operate the turn signals. Later, when I found the correct switch and a book with the diagram I found out that the switch used only 3 terminals. Oh, well.

Back then parts could be purchased from **Sears** and **NAPA**. At one time, you could buy a car or a house as a kit from **Sears**. I began work on my Master's at ASU that summer and drove the **MGA** to Shelby in the fall. I removed the head and discovered that half of each of the two center valves was missing. After the head was rebuilt it ran much better.



One of my students at Shelby High introduced me to Mr. **Horace Ware** who owned a body shop off Kings Road Ext. Mr. Ware looked at the car and told me it cost a bunch of money to get it ready to paint, but that if I did the work he would teach me to weld and sand. I removed a piece of the

rocker panel and took it up town to Doug McArthur's tin shop where two new rocker panels were formed at a cost of \$10.00. I welded these back on and began sanding.

My undergraduate degree is in Industrial Arts and I had had enough sanding and polishing on wood and metal projects to last me forever, but the only way to afford to get it painted

was to do my own prep work. The areas where the fenders attached to the body were badly pitted, but with some grinding and "Green Stuff" body filler the pits disappeared. Only on a small part of the right front fender needed bondo. I used *Stripease* and steel wool to remove all paint down to the metal. You can imagine that this took a few days. I primed and sanded the body; Mr. Ware

painted it for me because I did not want to learn how to paint cars using mine.

Lail's Upholstery refinished the interior, but I installed the top. I had a great deal of fun driving the **MG**. During the



summer of 1973 I decided to sell the car because I needed the money. Teachers were paid very little. When I started teaching in 1969, my salary was about \$6000. A fellow who tried out the **MG** was not good with a clutch and he let the car hit a tree damaging the

right rear fender; he did not buy the car. I drove back to Shelby and took the car to Mr. Ware. He would paint it for free if I bought the paint and if he could paint it red. "*The only good color for a sports car is red.*"

In 1975 **Jeff & Joanne Cox** moved to Shelby and bought my house. We became very good friends and he helped me rebuild the engine. Since he once raced MGA's, he was a wealth of knowledge. He has probably forgotten more about this car than I'll ever know.

A few years later I was adjusting the carbs in my driveway when the emergency brake slipped off. I screamed as the car rolled down the driveway dragging me with it as it hit a tree and caved in the rear body halfway through the trunk. I cried. I loathed. I bitched. I moaned, but the damage was done. All my work busted.

I found a body in Wayne Allen's junkyard and after pestering him for about 6 months he finally sold it to me. Jeff brought his trailer over and we hauled the body to my house. I knew I could fix it easily by sawing off the rear part of the junker body and placing it on the wrecked **MG** frame. This turned out to be not quite as easy as I thought, but with the help of Mr. Ware, everything worked out and the car was repaired.

Fast forward to the summer 2007, the extensive three-year restoration of this 1957 **MGA Roadster** was completed. The car body was disassembled, interior, engine and wiring was removed the car was trucked to Affordable Paint and Body for a last and final paint job; all other work was performed by Jerry.

- All rubber components and bushings were replaced
- Front suspension was rebuilt
- Engine was removed and detailed to original colors
- Fan shroud was added for better cooling
- Black vinyl seats were replaced with camel leather
- Black carpet and interior were replaced with camel
- New wide whitewall tyres were installed
- The entire wiring harness was replaced
- Front dampers (shocks) were rebuilt
- Brake/clutch master cylinder was replaced

- Brake shoes were replaced
- Front shocks were sent off to be rebuilt & reinstalled

A new top is ready to be installed when I can find help with that. The car runs great.

Some time after I finished the restoration I took a friend for a ride uptown. As we passed Shelby Junior High I heard an awful noise coming from the rear end and the car ground to a halt. This is the only time I have had to tow the car home. I removed the filler plug from the rear end and pieces of gears fell out. **Evan Amaya** sold me an **MGB** rear end, which I installed in the **MGA**. It's a perfect fit and solves the problem of feeling like the car needs a fifth gear.

Soon after I met **Renee**, I decided to impress her with a ride in the **MG**. On the cool Saturday morning in October of 2010 we bundled up warmly, like we would have been comfortable in Greenland, and took off for Linville to have breakfast. After breakfast we drove on the parkway to Asheville and then back to Shelby. I was truly surprised that we made it that far. She did not know of my trepidation until after the trip.



The first month that we dated we drove about 2500 miles to several places. Once when we tried to go to Shelton Vineyards in Mount Airy, but we were having so much fun talking that we ended up in Galax, VA--only about 30 miles out of the way.

The trip was great and the only repair I made to the car was one spark plug.

CHIMNEY ROCK HILL CLIMB

CONTINUED FROM PAGE 1

"Spectating", which is the act of observing the race while being a spectator, was great to say the least. And spectating the spectators could sometimes be equally exciting. Folks came for various reasons. Some came to party, some came to watch, some just loved sports cars. But to get there you had to make a conscious decision to be part of the excitement. You just didn't get there by accident. In some ways it was work. I mean carrying those beer coolers and picnic baskets up the side of the mountain could not possibly have been fun. Walking in the road—the race course—was not permitted. So you had to follow a path through the woods. Though it was well worn, it was still a difficult walk over uneven and rocky ground with tree limbs in your face.

Now you could spectate from just about anywhere, but, you tried to find a place where there may be some fast action. But most folks only spectated the lower half of the course. The reason was that as you ascended the mountain and drank beer, rarely was anyone able to make it past Turn 6. Besides Turn 6 was probably the best spectating place on the mountain.

Turn 6 became famous. It was where you camped for the day---along with ten thousand other people. But it provided the best viewing. Cars came through a fast left turn, up a short grade, a hairpin to the right and a short straight before going into a left turn and out of sight.

To Be Continued next month

BE AN EARLY BIRD AND REGISTER YOUR CAR FOR THE SHOW

Have you registered your car for the April 28th BREMC Classic Car Show? If you are like most of us, it does not seem to be a priority at this point. The show is eight weeks away and one has plenty of time to complete the form at the April meeting.



If you are the head of the registration committee and trying to plan on what cars will be in the show, you want everyone to register early. To help folks with this task, as part of this month's newsletter, we included as a separate attachment the information about the show and the registration form.

Just take a few minutes and print out the registration form, write your check, and mail the information to the BREMC secretary. After you complete that task, write an e-mail to all of your car enthusiasts and e-mail the registration form to them so they may be Early Birds too.

DOUG'S TRIVIA CONTEST WHAT IS IN A NAME?

This month's trivia deals with people. Each question is worth 10 points. Some are difficult, but try to answer without the internet. Good Luck.

Donna Mae Mims was an SCCA driver who wore a special color helmet and coveralls. What was the color and what was her nickname? _____

Colin Chapman was known by the lightweight cars he produced. What was the name of the company he started? _____

Who was the only American born driver ever to win the Formula One World Drivers Championship? _____

Carroll Shelby's most famous automotive development was what car? _____

Gerry Coker designed what famous car? _____

Janet Guthrie was the first woman to compete in what famous race? _____

Steve McQueen raced what car in the movie Le Mans? _____

Paddy Hopkirk drove one of these to win the 1964 Monte Carlo Rally. _____

Lamborghini started out making what farm tool? _____

Considered by many to be the greatest driver of all time, this Englishman never won the Formula One World Drivers Championship. Who was it? _____

Answers next month – we promise.