Next Meetings
April 4th, 2011  7:00 pm at The Weathervane in Bedford
(603) 472-2749
Why would a German gear head buy an English sports car? - Restoring a Fiat 850 Sport Spider and investing many months of hard labor seemed to pay off with a good looking car. Unfortunately after only one year, the rust came back to the surface and I realized that it was a losing battle.

**Question:** “When does a Fiat start to rust?”

**Answer:** “At the time they are printing the first sales brochure.”

Therefore the Fiat was sold in the fall of 1980 and a car with plastic body was sought. The list of potential candidates included the Renault Alpine A110, Matra 530, some rare English Kit-cars and the Lotus lineup. Since I was a student at the Cologne University, money was the major restriction. I looked at old used exotic car ads, and called the people to see if their cars were still for sale and if they would be willing to reduce the price to the level I could afford. A Lotus Europa owner showed some flexibility over the phone.

I had seen the Lotus Europa at the Frankfurt Auto Show in 1973, where the information material included a print from a newspaper test report. The journalist made fun of the extreme low body of the car, which would need some gymnastic training to get into without looking ridiculous, but raved about the excitement of driving this plastic bullet. He finished his report with the words: “The only more exciting thing than driving the Lotus Europa is helping a female passenger to get out of the car. You open the door and out comes a leg, and due to the low seating position there comes a lot more leg…” While visiting England in 1974 during a school trip, we saw several Lotus Europas, Elan Sprints and Elan Plus Twos. The Europa was definitely one of the lowest cars I had known at that time, and I pictured myself driving on countryside roads only a few inches over the asphalt.

Two of my car crazy friends joined me to drive the 150 miles to Bielefeld to inspect, and possible buy, a Lotus. It was a rainy February Saturday in 1981. The car was parked outside and looked a little sad. It was painted in an anthracite color over the original red. The owner had tried to mimic the JPS-design of the later Europa Specials. Still the car did run and looked good enough to be used as a daily driver. (I should have known better). We negotiated the price down to the equivalent of $2,750.00 and started driving back using the “Autobahn”. The steering was extremely direct and missed completely the straightening force, which we all know from our everyday cars. The Lotus needed to be steered straight by continuous very small corrections. If it went a little left and I tried to correct, the car went too much to the right. It must have looked like I was drunk. After getting a little used to it and keeping the car under control in normal speeds up to 80 mph, I wanted to know how fast it could go. The Lotus became very light in the steering and we used all three lanes while pushing it to 115 mph. One of my friends followed us in his Mercedes and signaled us to stop at the next parking. Obviously the Lotus was leaking so much oil, that it accumulated on the windshield of the Mercedes. We filled in another quarter and drove home with a slower pace. Once there, the car went into the garage to receive some technical overhauling before getting it back on the street.

In the coming six months I spent most of my time understanding the weight minimizing engineering of Collin Chapman. By using the drive shaft of the rear axle as the upper trailing arm, the u-joints had to withstand the pressure from the negative wheel position. Later I found out that as a result, the u-joints normally last only 6,000 miles. Instead of buying the spare parts at Lotus, it was important to find the similar Ford parts or to go to even more generic solutions from the original equipment suppliers. Having heard from the “Lord of Darkness”, I stripped the car of its Lucas stuff and brought in Bosch electrical components. Later the electrical system never let me down. The engine was not the original 1470 ccm Renault used in the Europas. Somebody had exchanged it to the more recent 1565 ccm Renault 16 engine. I gave it the standard overhaul by replacing the cylinder sleeves, piston rings, crankshaft and piston rod bearings. Also a new set of gaskets and seals took care of the oil leakage. Inside the car, I took out the center parts of the upholstery from the driver seat and replaced it...
BRITISH CARS OF NEW HAMPSHIRE
MEMBERSHIP APPLICATION
Visit us at www.bcnh.org

Name_______________________________ Spouse______________________
Address________________________________________________________________
City____________________ State____ Zip_______ Phone____________________
E-mail address________________________________________________________________
Year, Make, Model of Your Auto(s)________________________________________
________________________________________________________________________
Name of Referring Member__________________________________________________

___ Paper Newsletter or ___ electronic copy of the Newsletter
Please send application and $30 annual dues (payable to BCNH) to:
Linda Cagan, 25 West Country Road, Bedford, NH  03110

If possible, please submit a photo and article of your car to be included in The Boot, Hood & Bonnet - BCNH’s monthly newsletter. Any photos submitted will be returned.

AC – ALLARD – ALPINE – TVR – DAIMLER – MORRIS
MOTORCYCLES – TRIUMPH – MG – JAGUAR – AUSTIN HEALEY
LAND ROVER – RELIANT SCIMITAR – LOTUS

British Cars of New Hampshire (BCNH) is an organization devoted to the preservation, restoration and enjoyment of all British automobiles. BCNH provides to its members and their families British auto-oriented activities and social events throughout the year. Benefits of the club participation include monthly meetings, rallies, tech sessions, club socials, car shows and other events.

The club publishes a monthly newsletter, The Boot, Hood & Bonnet. News of upcoming events, club activities, car show results, technical tips and articles submitted by members are included in the newsletter. Members also receive a discount on a subscription to the British Marque, a monthly car club newspaper.

A club logo window decal is provided. Additional decals may be purchased.

Meetings are held on the first Monday of each month at the Weathervane restaurant unless otherwise announced. All members are encouraged to attend and bring guests.

BCNH invites you to become a member of our active and growing club by submitting the application above.
The are many cars that I would like to own: from a 1932 Cadillac to a 2010 Corvette... from a 1938 Triumph Gloria to a 2005 Lotus Elise.

Jaguars, Fords, Chryslers, MGs, TVRs, BMWs, Datsuns, Lamborghinis, even a Land Rover or two. My wish list grows longer every year.

Mind you, there are some cars that I thought I would never like to own. Cars like the ones Rolls-Royce made. Wasn’t these cars for the upper-lip, snooty, better-than-you crowd? Definitely not for me.

That is before I met the Rolls-Royce club of California. I was surprised to find nice, friendly, down-to-earth owners that enjoyed their cars, and going places in them. These cars not only look good, feel good, even smell good, they are great drivers.

Oh well, my wish list just got a little longer.

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**TRIVIA QUESTION**

Where is the only place in Britain that the Queen is prohibited by law from entering?

**ANSWER:** HOUSE OF COMMONS
The March BCNH meeting was held at the Weathervane and was called to order at 7:00. There were twenty-eight members in attendance. No one knew how many members we had “officially”. I have since checked: at the end of February we had 156 members who have renewed. We gained new members at the: Al Reynolds who has a 2003 Jaguar S-type and Earl Hite (?) from Hollis who has an MGB. Other new members were Frank Holden and his son Duncan. Frank is from Lyndeborough and has a Healey and a couple of Jaguars.

The newsletter was accepted as printed, the treasurer’s report was also accepted as printed. John Giese could really use some new articles for the newsletter.

Bob Mitchell is busy working with Kate Stanley Robinson to get the BCNH website updated with upcoming activities and a vendor and service listing.

We have a busy season coming up with events scheduled from May through October. Please check the calendar elsewhere in the newsletter for the details. There are also events listed that you might be interested in which are not BCNH events.

The tech session is coming up on Saturday May 7th. We are looking for suggestions but it will likely be a session on detailing.

The dinner drives will also start in May with the first one hosted by Joan and Tim Young. Look for the list in the calendar section. The details for each of these will be printed in the newsletter as we get closer to the events. The July dinner drive is not yet scheduled but we are looking at attending a polo match and doing a tailgate picnic.

The Show of Dreams planning is moving along. The next meeting will be held in Barnstead at Fred Goodrich’s. We are still looking for help. We would like to offer an Auto Olympics on Sunday with activities such as a backseat drivers competition, creeper luge, shot-put, javelin throw, hubcap Frisbee. We are looking for a ringmaster (oops, I think that’s the wrong word). You would not need to do the work yourself, we just need someone who is willing to commit (oops another bad word) to organizing the event. If you haven’t been reading the newsletters you may not realize that on Show of Dreams Sunday we will be doing a “Cruising for Dreams” day. We are inviting anyone and everyone to join us on the field with their cars.

At the next meeting we will have save-the-date cards and flyers that you can take with you. Please take a handful and every time you see a classic car, place a flyer on it or give them a save-the-date card.

We did have a 50-50 drawing. Owen Christainsen won $38

Location- Arizona
Credit - Jim Tanner

Disclaimer:
As a matter of policy, British Cars of New Hampshire does not endorse any of the businesses that advertise in this newsletter.
with a half-inch foam layer covered with some corduroy fabric, leaving the leatherette side supports as they were. Now I was able to sit in the car without hitting the roof with my head. I am 6 feet 3 inch tall and the Lotus, as I owned it, was only 41 inches high. Please compare your Triumphs to these measurements and you realize how tall a TR6 or even a Spitfire is. The backrests of the Europa seats were not adjustable. The driving position was somewhat reclined, squeezed between the very high center console and the thick molding of the door panel. The car was only for slim people.

I wanted to get the car ready for a vacation in south France and Spain. Therefore I focused on the essentials of getting it to run reliably plus installing the most needed extra for south Europe – an alarm system, which also would disable the car’s electrical system completely. There were still many improvements needed for the good looks, but the car was ready for a 2000 mile drive – at least that’s what I thought...

Starting at midnight from Cologne, everything went fine for the first 350 miles. Averaging about 100 mph I reached the Swiss border, where a customs officer argued about the legal aspects of my front license plate, which was glued to the car body. It took a higher-ranking officer to understand that the German authorities don’t have to comply with Swiss regulations. When the next day dawned, I was cruising along the Swiss Autobahn at the speed limit of 80 mph and slowly became tired. To take a little nap, I exited somewhere south of Lausanne and drove up the hill to the edge of the forest to find a quiet place to rest for an hour or so. Driving a few curves refreshed me, so that I decided to cross over to France via a small pass road. There was almost no traffic on these countryside roads and the scenery was beautiful. A deviation guided the route along a lake, but I missed one of the signs and ended up in the center of a small sleepy town. There were five streets meeting at the intersection and several signs pointed to the next villages or towns. While I studied the signs and compared with the map, two older gentlemen came out from a bar to my right. Also a lady opened the shutters from inside of her house - wondering who made all that noise. I had to make a hard left into the next street. The road was dusty, so it was easy to use a little too much gas and spin the car around with a loud bark from the short exhaust pipe. Driving like this is a lot of fun and I became bolder regardless of the risk of getting caught by the “Gendamerie” (French police, who are famous for their large hats and little brains). Therefore I reached a solid average speed of 100 mph on the Rue Nationale between Bourg en Bresse and Lyon. A couple of days later, the Europa had successfully swallowed the additional luggage from my French girlfriend (at

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**Car of the Month continued**

To order your BCNH name badge contact Linda Cagan at: (603) 472-5212
that time). The car had two trunks, a small one in front and a large one in the rear above the transmission. When using the front trunk the airflow to the heating/ventilation system was interrupted. The rear trunk became very warm from the engine on longer drives. Fully loaded with two adults and lots of luggage, we drove to Spain. Close to Barcelona the expressway was somewhat undulating. The car hit the bottom of the springs several times and the exhaust pipe broke just in front of the only silencer. We continued our drive with a very bold racing noise. Two days later, a small garage a few miles inland from the vacation place at the Costa Dorada, fixed the exhaust pipe. For two weeks everything was fine. The car performed well in the hot weather of Spain. When I drove to the Club Med Village close to Cadaques, the road became an unpaved dirt track - something for an SUV, but much too rough for a Lotus. Moving along very slowly, the engine started to overheat and even using the heating system for additional cooling wasn’t sufficient. The few miles took me several hours, because in 90 plus degree heat, it takes a long time for a mid-engine car to cool off. Leaving the village a week later, the same road caused a brake line to break and an hour later, I found myself driving down a serpentine road without any brakes. Thanks to Collin Chapman, the Europa has only a one-circuit brake system. To compensate for this lack of safety, he gave the car a fantastic handling. Due to pure luck, there was nobody in front of me on the road and I drove down the hill with the speed usually only seen in the movies after somebody disables the brakes on the car of an intended “accident-victim”. Buying plenty of brake fluid and driving carefully, brought me to my next destination, where I found a service garage willing to work on an English car. It turned out that the shock absorber / coil spring unit of the right front suspension had broken, too. But since it stuck between the double A-arms, it was possible to drive. With the help of the ADAC (Germany’s version of AAA) and the Royal Automobile Club of England, I received the spare shock and spring within 24 hours direct from Lotus, with no costs for shipment, handling or customs. The car got repaired, including the brakes, and the remaining two weeks in Spain went well. But somewhere in South France, on my way to my next destination, the left rear wheel bearing gave up. Due to the damage to the wheel hub, the repair would have taken more than a month. Again, the ADAC came to the rescue. They picked up the car at the next (Renault) dealership and paid for my train ticket and taxi to get home.
The Lotus was delivered there a week later and I unregistered it for the winter, because the repairs would take some time. I never used public transport as much as I did when I owned a Lotus. I repaired the Lotus over the following 6 months. Then I drove it, repaired it again, drove it and repaired it again. The statistical average came to: One day driving – one day repairing.

I painted the car white and changed the engine to the larger Renault 17TS with 98 horsepower and the transmission to a 5-speed. The linkage between the shifter and the transmission had to go around the engine and clutch to the very end of the car. It had 5 joints and the reverse, first, third and fifth gear were next to each other in front. This made it quite difficult to find the right gear. At a traffic light I normally couldn’t tell if I had selected the first or the third gear, which didn’t matter too much, because the Lotus could easily drive off in third. Only if I wanted to race the car next to me, I needed to test with the clutch which gear I had engaged. The car became very fast. Speeds up to 130 mph were no problem. Once I drove two hundred miles, 50% Autobahn and 50% winding countryside roads in exactly two hours. In the early eighties, that was real fast. I changed the negative position of the rear wheels and mounted adjustable Koni shocks. The car drove very nicely (when it drove at all). Due to the weight of only 1210 lbs it accelerated pretty well. Usually I shifted through the gears into fifth and cruised with a speed of about 100 mph. In dry weather the car gripped the road and could corner a lot faster than most other cars around.

Frequently, my passengers would suddenly become very silent when I approached a curve with no signs of slowing down at all, since they were certain they were facing sure death. The laws of physics did not seem to apply to this little plastic car. Even seasoned drivers had problems dealing with the capabilities of a suspension solidly rooted in mid sixties Formula One Racing.

Although I was able to improve the Lotus in many ways, but there were many more areas in need than financial resources available. There was always something wrong.

This was not a good situation, because I was supposed to study for my MBA. Admitting that I had trouble concentrating on economics and business organization, I decided to sell the Europa for the sake of my professional future. It took several months, but then in early September 1983, I got a call from a car mechanic living about 60 miles away. He and his girlfriend arrived on a Honda CB900 Bol D’Or. They were freezing from the ride. Therefore, I first made some tea and then we went to the garage to see the Lotus. When I opened the door the girl said: “Oh – is this beautiful.” The price for the car just became rock solid at 2.5 times what I had paid nearly three years ago. Strangely the guy did not insist on test driving the car. I showed him that everything was okay and he bought it. When he came to pick it up, he even asked me to drive the car to the next gas station, so that he could fill it up. When he finally took the wheel, he stalled the car three times before getting off. Two months later he called and complained about a broken u-joint at the left drive shaft. He asked me to take the car back, for even less money. But I had bought a German Replica of a Lotus Super Seven Mark IV on the base of Volkswagen parts – much more reliable. Therefore, I declined his offer, and that was the last thing I heard from my first British Car.

In spite of all the trouble, the car’s character with the wooden dashboard and the unique design had infected me with this special virus of loving British cars. Still, my German brain brought me to the conclusion that I should not rely on an old car made in England as my daily driver. Therefore, I had the German built Super Seven replica mentioned above, called a Bieber Speedster. Later, I opted for another German-built replica. This time it looked like the Jaguar SS100, which was sold by Classic Car Janssen as Gepard SS. The last fun car I had in Germany, was a JPR Wildcat Roadster, which was a Jaguar E-type replica built in a garage (and that’s a stretch) on the Goodwood racing circuit. All of these cars were much more reliable than the Lotus. But still, the virus is in my blood and that is why we now have our second Triumph and like to meet all the other infected people for group therapy.
<table>
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<th>Month</th>
<th>Event Details</th>
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| April | 4th Monthly Meeting, Weathervane, Bedford, NH  
30th Lift Day, Brit Bits, 10am-2pm, 14 Sagamore Rd, Rye, NH, norm@britbits.com |
| May | 1st Cruising to Amherst / Swap & Sell Meet, 157 Hollis Rd, Amherst, opens at dawn.  
2nd Monthly Meeting, Weathervane, Bedford, NH  
7th Tech Session with MG-TParty, Norma & Rod’s, 22 Partridge Lane, Londonderry, NH, 10am-3pm, RSVP to Norma at karle01@comcast.net or 603-437-8931. Burgers and dogs will be supplied, please bring a dish to share.  
14th Spring Gala Parade, Mont Vernon, NH  
15th Sunday Dinner Drive, hosted by Tim & Joan Young details to follow  
20th-22nd Vintage Racing Group,  
21st Annual Vintage Festival, NHMS, Loudon, NH  
28th – Jun 5th British Car Week  
29th Cruising to Amherst / Swap & Sell Meet, 157 Hollis Rd, Amherst, opens at dawn.  
29th Londonderry Rotary Car Show, Rt102 Clocktower Plaza across from Mc Donalds, Londonderry  
29th Alewife Festival, Damariscotta Mills, Maine |
| June | 5th CT MG British By the Sea, Harkness Memorial Park, Waterford, CT  
6th Monthly Meeting, Weathervane, Bedford, NH  
10th & 11th Manchester VT, Car Show  
12th MMSCC Vintage British Car Show & Uphill Slalom, Camden, ME www.mmssc.com  
16th – 19th Tanglewood British Motorcar Festival, Tanglewood, Lenox, MA  
tanglewoodmotorcarfestival.com  
22nd – 26th Climb to the Clouds, Mt Washington Auto Road, www.climbtotheclouds.com  
24th Moonlight Madness, Wolfeboro, NH 6PM  
26th Cruising to Amherst / Swap & Sell Meet, 157 Hollis Rd, Amherst, opens at dawn.  
26th Queen’s Birthday Party, Paul & Doris’ Mason Rd, Milford, NH RSVP 603-673-8488 |
| July | 11th Monthly Meeting, Weathervane, Bedford, NH  
TBD - July Dinner Drive  
31st Cruising to Amherst / Swap & Sell Meet, 157 Hollis Rd, Amherst, opens at dawn.  
 |
| August | 1st Monthly Meeting, Weathervane, Bedford, NH  
6th-7th 15th Annual Show of Dreams, The NICK, Wolfeboro, NH, Sunday is Cruising for Dreams  
12th – 14th Jaguar Festival of New England, JANE, Sturbridge, MA, contact Brenda Soussan 617-953-1457 |
| September | 2nd & 3rd Cruising Downtown Classic Car Show, Manchester, NH  
12th Monthly Meeting, Weathervane, Bedford, NH  
17-18th British Invasion, Stowe VT, www.britishinvasion.com  
25th Cruising to Amherst / Swap & Sell Meet, 157 Hollis Rd, Amherst, opens at dawn.  
 |
| October | 3rd Monthly Meeting, Weathervane, Bedford, NH  
30th Cruising to Amherst / Swap & Sell Meet, 157 Hollis Rd, Amherst, opens at dawn.  
 |
| November | 7th Monthly Meeting, Weathervane, Bedford, NH  
 |
| December | 5th Monthly Meeting, Weathervane, Bedford, NH  
 |
| | Holiday Party |
BCNH Dinner Drives

Save These Dates

There Have Been Some Changes

On the 3rd Sunday of each month we will have a Sunday Dinner Cruise which will end at a restaurant that (hopefully) has some British connection.

We will arrange at least one – and perhaps more – “windy road” route for Members to follow to get to the restaurant. Details will be posted in this space in the month of each Dinner Drive.

General plan is to “drive’ for 2 or 3 hours and then get to the restaurant for an early dinner (5:00ish) so we can get home before it’s too late.

May 15 – Patrick’s Pub in Gilford – Thanks to Tim & Joan Young
June 26 – Queen’s B’Day Party at Paul & Doris Karle’s in Milford
July 16 – Tailgate Party at the Polo Grounds in Hampton Falls
Aug 21 – Cheer on our Teams at the British Marque Triathlon – Camden, Maine
Sept 18 – British Invasion in Stowe, VT
Oct 16 – TBA

No “meeting” – nothing “official” - just good times with our cars and our friends.
An Invitation to Subscribe to

British Marque

CAR CLUB NEWS

We are now a Participating Club of the British Marque Car Club News, a monthly tabloid newspaper featuring the news of our club and numerous other British car clubs as well.

Members of Participating Clubs can subscribe to the Marque at a discounted subscription rate. You can use the form below to subscribe and begin receiving 11 issues/year full of information about British car events, tech tips, special features, parts supplies and classifieds.

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Subscriptions for Canadian club members are only $19.00 (U.S.)/year.
Subscriptions for U.K. and elsewhere overseas are only $25.00 (U.S.)/year.

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Club Name _________________________________________________________
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Phone (Optional) (____) _____-_________ Date ___________________________

Attach cheque or money order payable to Enthusiast Publications, LLC
Form and cheque must be received by the 20th of month prior to receive next issue.
The meeting began with the usual cocktails in the lounge. Twenty-two committee members attended the meeting.

The meeting opened with Bob Mitchell making a pledge to cover the cost of the 2 months of advertising in the New Hampshire ToDo Magazine. “Thank you, Bob”.

Doris Karle presented two different versions of the SOD poster. The first was the full front of Bob Mitchell’s Mark 9 Jaguar. The second was a side-angle view. The group voted and approved the side-angle view.

Bob Mitchell announced that Mike Sullivan (Chess Tournament) & Bob Hartson (Antique Bicycles) are ready to attend the show. YMCA Camp Lincoln has also assured Bob that they will be there and prepared to cover the Children’s Activities.

Doris is acquiring a quote from Pure Spun to print the show tee-shirts.

We will purchase the clock trophies again this year for Best in Show, Best of Featured Marque, Master Class and Diamond in the Rough.

The judging of the Master Class and of the Featured Marque will be somewhat more formal this year. Not quite Concours level, but the Master Class will be judged by a 3 member Team of Donald Coleman (Competition Motors), Joe Leweck (Bayberry Vintage Auto and our own, Peter Bland. The Featured Marque (Jaguar) will be judged by a team made up of two members of the Jaguar Association of New England (JANE) Judging Team and two members of BCNH.

The committee is in discussion with the major show sponsors about the special “Sponsor Awards”. This would allow the sponsors to choose the one car on the field they believe to be the best. The sponsor would present an award of their choosing to the owner. The sponsor awards will be presented on Saturday @ 1pm. The British Car awards will be presented on Saturday @ 2pm.

The group decided that the “Tech Sessions” would be presented on Saturday only and that a specific schedule of topics will be posted.

The idea of a Funkana for Sunday was discussed. If anyone is interested in planning this event, please contact Mike Sweet or Bob Mitchell.

The Cocktail Cruise cost will be $25.00p/p. The Breakfast on the Field cost will be $14.00p/p

The committee will contact the Croquet Club again this year to play and teach the game of croquet during the show.

For the past 3 years, BCNH has been invited to participate in Wolfeboro’s Moonlight Madness event. This year Moonlight Madness is scheduled for Friday, June 24, 2011. More details will be given as soon as they are received.

The March SOD meeting will be on Saturday March 26, 2011 at the home of Fred Goodrich and Sylvia Blakslee. 255 Tasker Road, Barnstead, NH 03218
REDNECK BANK LOAN

A Redneck from North Carolina walked into a bank in New York City and asked for the loan officer. He told the Loan Officer that he was going to Bakersfield on

business for two weeks and needed to borrow $5,000 and that he was not a depositor of the bank. The bank officer told him that the bank would need some form of security for the loan, so the Redneck handed over the keys to a new Ferrari. The car was parked on the street in front of the bank. The Redneck produced the title and everything checked out. The loan officer agreed to hold the car as collateral for the loan and apologized for having to charge 12% interest.

Later, the bank’s president and its officers all enjoyed a good laugh at the Redneck from the south for using a $250,000 Ferrari as collateral for a $5,000 loan. An employee of the bank then drove the Ferrari into the bank’s private underground garage and parked it.

Two weeks later, the Redneck returned, repaid the $5,000 and the interest of $23.07. The loan officer said, “Sir, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out and found that you are a multimillionaire. What puzzles us is why would you bother to borrow $5,000?”

The good ole’ Tar Heel boy replied, “Where else in New York City can I park my car for 2 weeks for only $23.07 and expect it to be there when I return?”

His name was BUBBA

Reprinted from the Piedmont British Motor Club Lugnut Newsletter
Is it Time to Replace Your Antifreeze?

(Another use for your voltmeter)

As summer approaches, this may seem to be a foolish question. Your engine cooling system has many dissimilar metals: aluminum, copper, steel, cast iron, and possible magnesium. In addition to providing coolant, the antifreeze helps prevent corrosion. Electrolysis occurs when these combinations of metal begin to swap electrons during the normal course of operation and this causes corrosion. Antifreeze has additives to prevent electrolysis, but over time, these additives are used up and no longer do the job.

To test the coolant, begin with the engine cold. Remove the radiator cap. Start the Engine. Get out your digital voltmeter. When the engine reaches operating temperature, insert the positive (red) probe directly into the coolant without touching metal. Set the volts scale to DC 20 volts (or less if you have a meter that goes lower.) Run the engine up to about 2000 RPMs and touch the negative (black) probe to the negative terminal of the battery.

If the reading is .4v or less, the coolant is good. If it is greater than .4v, the electrolysis additives are depleted and you should replace the fluid to avoid damage to the radiator, water pump, or heater core.

1959 Abarth Double Bubble Coupe - Good Condition, $60,000 (603) 654-6057

7” Lucas Pre-Focus Headlamps, good shape with bulbs and holders $40.00 for the pair. Mike (603) 715-5346 or sweetm@graphicpkg.com

Free to good home
2. SU- Hitachi Carburetors Manual (softback) by Carbooks, Inc. - Tune, Adjust, Repair, Rebuild
email me at: Robert.Weller@Bdal.com

Marquette DTNA VISION
Owned by a local garage since NEW. I think one cable got lost as I never got it from owner. I never used it because I have 2 others in my garage. A real classic tool priced to move $150.00 or best offer Ivan.

1977 MG Midget - Enjoy this great 1977 British racing green MG Midget convertible. Get ready for summer, catch all the shows in the Central Florida area for mooooore fun! Wonderful People! This fun car can be yours for only $3250! Call Dale at 386-212-6852 or 386-586-0560 or harriettct@yahoo.com


Magazine back issues free to anyone who wants them.

Car & Driver
1961 Jun: Lotus 19, Sunbeam Alpine 2, Aston Martin DB4 GT
1963 Mar: AC Cobra, AH 3000
1967 Dec

Road & Track
1964 Jul: Lotus Cortina
1973 Sep & Oct
1976 Jan: Lotus, Jun: AH, MGB, Midget, TR7, Spitfire
1977 Jan, Apr, Jun, Jul, Aug, Sep
1979 Mar, 1980 Jan, 1981 Jun
1982 Jul, Aug, Sep, Nov, Dec These are give-a-ways so it's pick-up here (or pay the postage), I'm in Hebron, NH, Karl Braconier, (603) 744-8444

1979 Triumph Spitfire

Is it Time to Replace Your Antifreeze?
1980 TR-7 convertible, white (original paint), no visible rust or major dents, car was never in any accident. Engine runs well and shifts well. Tires in good condition. Top is black and in fair condition. Car is garaged. It was register in NH for many years and in MA the past 12 years. I was a previous member of BCNH and as such you may have seen this car at shows. Asking $3300. Dr. Bruce Witte (508) 875-5552

TR6 Metal rims for sale: I'm converting over to wire wheels so I'm selling 4 newly painted rims, spare tire rim, four chrome wheel trim rings, and black hub caps. The 4 wheel rims were bead blasted and power coated only about 5 months ago and look great! Spare rim in good shape but has not been repainted. Chrome wheel rim rings are in great shape with no rust or nicks... Black hub caps are also in very good shape. I'm looking for: $275 for the 4 newly painted rims $25 for the spare tire rim $50 for the 4 chrome wheel trim rings $35 for the 4 hub caps Local pickup only. Willing to meet you for an exchange if the distance isn't too far. Please call (603) 512-2675, ask for Dennis

Note: pictures show the rims mounted on red line tires... this sale is for the rims, trims and caps only...not the red line tires.

1973 MGB 4-speed with new head. Good top, fair interior and seats. Needs new floors. Rockers are solid. $3500 or BO. Call Ivan at (603) 652-4717. chuck23@metrocast.net

TR6 and Spitfire Restoration Guides. Like new, $20.00 each

Big Healeys Collector’s Guide. Excellent condition, $30.00

MGB GT V8 Owner’s Manual. Damaged cover, $10.00

Contact Mike at: coventrycat71@comcast.net or 603.715.5346

Jensen Healey Factory Workshop and Owner’s Manual Both in very good condition, $100.00 for both

British Motor Corporation AM Radio No knobs, no idea if it works. Best offer. call or e-mail Mike, (603) 715-5346 sweetm@graphicpkg.com

2 rebuilt Zenith carburetors Ser #175SCD-2, plus 2 new air filters $400, BO. Also 1 new manual choke $100, and other misc. parts for British sports cars. Call John 225-6915

MGA 1500 short block - fresh ground balanced crank and rods crank .020 and .030 Bore .020 Block only No head. All work performed by Auto machinist $2,400.00 call 603-652-4717 Ivan.

1948 MGYA 4 door with large sunroof. Will sell to club member for $16,500 now. Not many of these. Active club in UK has most parts. Uses some MGTD pieces. No time for this car. No space to store it. Car in Bedford, NH. wmann@manna.com

1975 TR6 - 54,087 original miles. Red with black interior. This is a two owner vehicle and the first owner is family. Always garaged. Never had any body work except paint about twenty years ago. Bondo-free. Michelin red-lines. Seats and carpet were to be next project. Small patch on conv top, but otherwise in good shape with very clear windows. New stainless exhaust. $10,250. Please email with further inquiries and photos. dhreedjr@yahoo.com

Wanted Jaguar XKE, - manual, straight 6, convertible, in driver condition. If you know of one or can give me advice on finding one please contact Nancy at: nar05@hotmail.com

1953 TD Engine I would appreciate anyone’s help in finding a 1250cc Engine to rebuild. Ivan Dore chuck23@metrocast.net
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