

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

**Next Meeting
June 19th
Temptations**

**Eats Starts @ 6 PM
Meeting Starts @ 7PM**



BMCCF

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

For additions or submissions to the letter contact the editor:

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Visit the website:
www.BMCCF.org

Volume 16 No.6

THE HUB

June 2014

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

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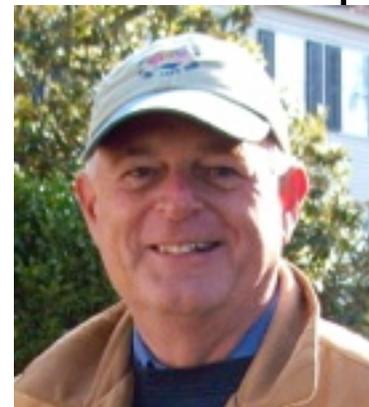
Deadline for submission of articles is by the end of the third week of the month prior to publication.

President's Message:

As I write this we are preparing to embark on our trip to New Bern. I had hoped to have the Fiat ready to make the trip but given that, among other things, I have the radiator out for easier access to the timing belt I don't think I'll be taking that one. Given that Alicia and I came close to drowning in the MG last year I will be driving the Alfa this time which should assure nice weather. After working on the Alfa Spider several years ago and now the Fiat Spider I am more convinced than ever that Italian factory workers have very small hands. Like many of you, I have a large number of various and sundry tools and I use every one of them to get to things.

I will be working with some others to create a drive to breakfast for some Saturday in the next month; I also plan to have a Saturday breakfast meeting later on in the year. I hope to see many of you at New Bern or if not there at our next meeting in June. Since I am certain that Mickey will once again engage in some interesting dance moves maybe we can get him to demonstrate them at the meeting for those who couldn't make it to New Bern!

Steve



BMCCF - MINUTES

May 15, 2014

Temptations, a.k.a. the BMCCF Club House



Meeting was called to order at 7:00 by President Steve Donatone. To the cheers of the crowd, Steve announced that indeed he still has a British car – his MG – which he is still working on. Good on you, old boy!

Steve welcomed Pete Chilberg who has a 1952 Bentley. Pete is considering joining the club. We would be very glad to have you, Pete. Please join!

The minutes of the April meeting were approved with by voice vote.

Steve asked the car show committee chairs to report in Eric's absence on **Car Show activities**. Terry Walters said he had been tweaking with the vote counting program a bit and it looks good. Terry plans to meet with Renee Simpson of the Triumph Club of the Carolinas to discuss the program since they have used it successfully. Caryl Finn said the day-of show registration folks have been identified and are ready. Mickey Finn and John Adams said the parking plan is prepared. Eric has suggested a design for the dash plaques and has confirmed there is no lead time problem so the final selection of the dash plaque format will wait until Eric returns. John Williamson asked for help in soliciting small items like pens/pads/huggers/etc. from local merchants – banks, insurance companies, etc. Please coordinate with John for any donations. Charlie Schaefer reported that live music will once again grace the stage as another guitar player has been recruited. YAY! Eric will be renting a more powerful PA system. John Moore stated that he has 4 sponsorships from folks who are not club members. Even if you committed to David Ward that you want to be a sponsor, you are not a REAL sponsor until you get the money in to John Moore. Please send the money to John ASAP as money will be needed to cover up front costs of the show. Steve Donatone implored that all should bring their sponsor money no later than the next meeting – let's go, team! The sponsorship list will be on the website.

John Moore then delivered the treasurer's report stating the club has a net balance of approximately \$6700 with revenue from the sale of 4 towels and dues renewal and expenses for name tags.

Reminder: Bill Massey said Rims on the River is this weekend with 14 or so cars from BMCCF committed. The club participants will park at Walnut and 3rd.

Visitors are very welcome. In addition to wonderful cars there will be bands and other attractions such as the Sphere of Death. Come on down and see.

Susan Roberson then reported on the upcoming BMCCF trip to New Bern May 31st through June 1st. There are currently 8 couples registered. The group will meet at the Hampstead Food Lion on Friday morning to caravan to New Bern. A Friday evening get together is planned as well as several other fun activities. Susan will send out the details of the itinerary. Contact Susan if you plan to go.

Question: Is anyone interested in a drive to Burgaw/Ogden for breakfast and a drive around one weekend? Any other thoughts for activities for the club? Please coordinate with Eric Robinson when he returns. It is driving season so let's get some things on the book and drive..... Steve Donatone will help coordinate actives. Susan Roberson has notes on past rallies conducted by the club and she will pass those on to Steve/Eric.

Charlie Schaefer talked about the Great Race where participants will be in Wilmington on June 26th to spend the night. The drivers are scheduled to arrive around 5PM and are staying at the Best Western downtown on the riverfront. The race organizers are looking for someone to sponsor a dinner for 150 Great Race participants. Anyone interested or have any ideas? A hush fell over the crowd. Charlie thinks the East Coast Cruisers will have a hospitality trailer. As2 Charlie learns more, he will let the club know.

Steve Donatone committed to provide a President's Letter. All attendees were excited to see that next letter.

The meeting adjourned at 7:20 PM

Respectfully submitted,
Pam McMahon



BMCCF Calendar of Events

JUNE

15 - 19th. NAMGBR 'Drive Into A Gilded Past' Car Show, French Lick, Indiana Info:
www.MG-2014.com

19th. Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

26th. Hagerty GREAT RACE. Overnight stop in Wilmington info:

JULY

4th. 47th. Mountaineer Antique Auto Show, Asheville, NC
info:www.mountaineerantiqueautoclub.com

17th. Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

AUGUST

21st Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

SEPTEMBER

9 - 13th. Vintage Triumph Register Convention, Dobson, NC info:
www.vintagetriumphregister.org

18th. Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

27th. FALL FESTIVAL, Youngsville, NC info:
www.youngsvillefallfestival.com



OCTOBER

11th. BMCCF "BRITS at the BEACH" 16th. Annual Car Show

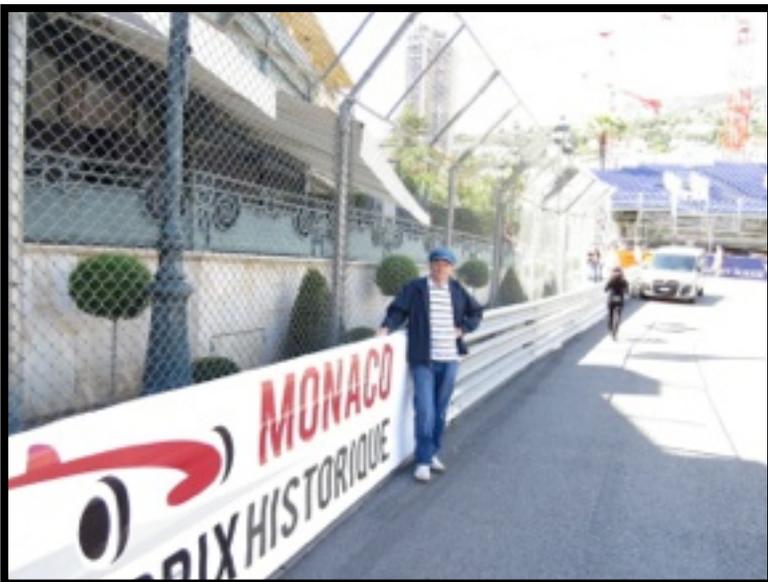
16th. Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

NOVEMBER

20th. Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

DECEMBER

18th. CHRISTMAS PARTY EVERYDAY GOURMET



The old man on the F1 course upper high speed turn at Monaco two days before the race--May 23 (the sign is for an earlier vintage F1 car race).

QUESTION: Can you guess who the BMCCF Racing member is???

Hint - he is a huge Jaguar Fan...2014



Hi BMCCF members. Below is a list of clubs I have contacted with information about the car show in October. I attached a registration flyer and noted that there will be food vendors and Porta-potties onsite in case anyone might be interested.....



Please contact me if you know of any other clubs I can contact with show information. The contact information for the other clubs (website or email address or contact name) would be ideal. Thanks much for your help.

Pam McMahon

British Car Club of Fayetteville

British Car Club of Western NC

Carolina Jaguar Club

Carolinas Austin Healey Club

Cataba Valley British Car Club

Metrolina MG Car Club

NC MG Car Club

Piedmont British Motor Club

Tar Heel Mini Cooper Club

Triad Austin Healey Club

Triumph Club of the Carolinas

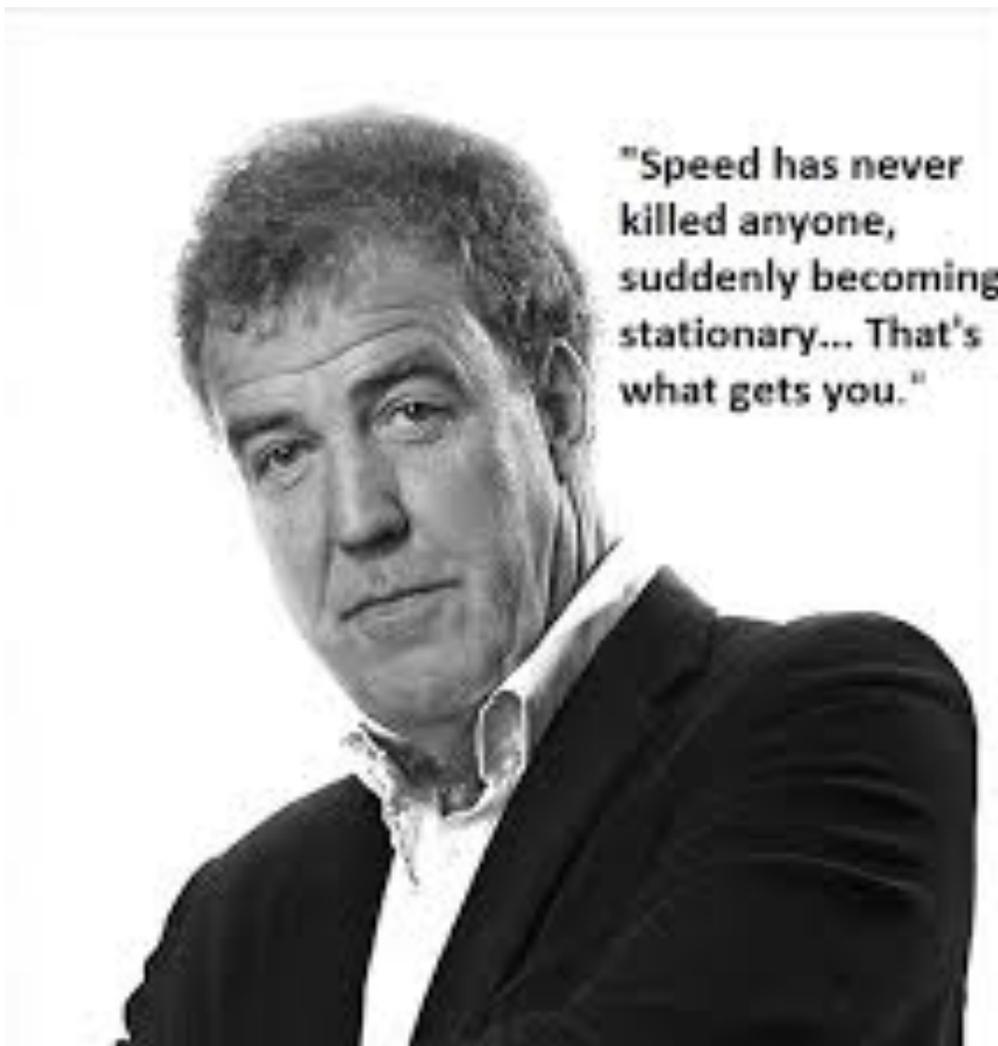
British Car Club of Charleston

British Car Club of Midlands Centre

Foothills British Car Club

Grand Strand British Car Club

Jaguar Society of South Carolina
Southeastern British Motor Owners Club
Southern Fours and Eights (Morgans)
Appalachian British Car Society
Capital Triumph Register
Central Virginia British Car Club
The Richmond Triumph Register
Tidewater Triumph Register
Virginia Jaguar Club
Williamsburg (VA) British Car Club



New Bern 2014



The Boys

Our Girls





Great Food, Great Friends, Fun Times



You'll love this story. It is from a gentleman we meet at Rims on the River with a 1951 MG TD

Approximately two weeks ago there was a thread circulating on this forum regarding a possible rare German manufactured 1951 MG TD (car no. TD 8873 CH Only). I am happy to announce after spending four weeks of haggling with estate lawyers that I was finally able to acquire this car two days ago.

It was about this time last year that I purchased a 1973 TR6 from a gentleman in Greenville, NC who had performed a partial frame-on restoration to the car. Two weeks ago I stopped in Greenville on my way home from business in Virginia in an effort to locate the upholstery shop where he had his seats reupholstered. I have since restored and sold that TR6 and am in the middle of a frame-off restoration on another 73 TR6. I was hoping to locate this same shop and have them restore the seats on my current project. I was having a difficult time finding this location so I stopped at a nearby auto body repair shop to ask for directions. I told the owner I was restoring a TR6 and was looking for this particular upholstery business that was supposed to be nearby.

Upon hearing that I was a British Car Enthusiast he grabbed me by the arm and took me to the business next-door. It was there he introduced me to the gentleman who owned an auto part recycling business. This gentleman proceeded to tell me that he was purchasing the property and building across the street to expand his business. He went on to say that the building used to be an old foreign car restoration/repair shop and had been abandoned for twenty six years. He also indicated that it was full of old MG and Triumph parts in addition to some old cars. He then told me he needed to get the building cleaned out and asked me if I would be interested in taking a look at the parts and cars that still remained inside. Needless to say, we all know the answer to that question. Hell yes!!!

There were several old parts in good shape like fenders, grill, convertible top frames and some parts only worthy of acquiring as artifacts. As for the vehicles, there was a mid 80's Jag XJ6, a 1970 Mercury Cougar Convertible and a late 60's Porsche 912. All three of these cars were very rusty and beyond repair, even through my eyes. Trust me. The power to the building was off so there were no lights on inside. I was just about to walk out of the building when I noticed an MG TD over in a dark corner. The "soon to be" new owner of the building said it was

for sale but that it might be complicated given this was an estate sale with two lawyers who represented two brothers who were not on speaking terms. Given my passion for British cars I did not want to see this TD going to a recycler. So prior to leaving, I took a couple of photos, rubbed the tarnish off the vehicle I.D. plate and jotted down the car serial number. I informed this gentleman that I would be interested in purchasing this car and some of the parts if he was going to acquire it with the purchase of the building.

Here is where the story starts to get interesting. I get home, register and log onto a popular North American MG website. I post a photo of the car and the car serial number and ask if someone can help me identify the model year of this TD. A forum member soon replies that he punched the serial number into an MG Registry and that it came back as a 1951. He also states that it has some strange nomenclature "CH Only" at the end of the registry number. He asks and receives my permission to submit the photo and question regarding the "CH Only" on a UK based MG website. It here that a couple of members in the forum comment back that there are some nuances with respect to body parts that look strange in the photo. Another member chimes in and states that the "CH Only" denotes "Chassis Only". After a little more research and some phone conversations with a few MG experts, I quickly discover this is a very rare MG TD. Below is a draft that I found from a 2008 South African MG club news letter explaining the history of these little known German TD's. It is titled "Made in Germany".

Made in Germany

"As is widely known, England's economy after World War II was in a rather poor state. The government, in an effort to generate urgently needed foreign currency, was forced to introduce drastic steps in all sectors of life. Since steel was generally in short supply it was rationed for the motor industry, and allocations were made dependent on the number of vehicles produced for the export market.

There were however masses of American occupation troops who had spontaneously discovered a liking for T-Types from Abingdon. A credit plan offered by the US Army made it possible for them to come up with the necessary \$1485.00 without having to touch their own cash. And there they were, staring into empty MG dealer show rooms, waiting longingly for the next consignment of cars to arrive from England.

In order to find a way out of this awkward situation, one of the importers of MGs into Germany, J.A.Woodhouse developed an interesting plan: "Since the English can not supply us, we are going to build them ourselves!" A contract was signed with Abingdon for the purchase of TD chassis, axles, engines, gearboxes and instruments, and soon crates started arriving at the Cologne main railway station. After assembly of the "rolling chassis" at the Woodhouse workshops in Cologne, the frames were fitted with old car seats, batteries and discarded

motorbike tanks and that's how they hit the Autobahn all the way down to Stuttgart in southern Germany. Just imagine the face of a German cop coming across one of those half built high speed go-carts. But then again, life over there was still easy going in 1951! After arrival in Stuttgart the route led straight to the Fritz Hennefarth Bodyworks, where previously a 'Jaguar-MG' had been built for Christian Odendal, who had been the MG agent for the Frankfurt area. Sheet metal suitable for deep drawn body panels was in short supply in Germany just as much as in the UK, but Hennefarth's craftsmen were absolute artists in the use of mallets and wooden formers. They were able to form

sheet metal into just about any shape. However, since Abingdon had not provided dimensional drawings for the cars to be built, what shape was it to be? There may have been some photographs, perhaps even a sample TD, nobody seems to recall the exact circumstances at the time. So a team of panel beaters got busy to hammer out complete TD bodies, with the aim of producing a shape as close as possible to the original. The result of these efforts were bodies that actually had such a great similarity to the original, that differences only became apparent after a closer inspection. And as was to be expected in an improvised production run of such a nature, each vehicle was just that little bit different from the previous one.

For starters, different thicknesses and materials were used for body panels. One example, for instance was a TD owned by Count Quad living in the southern German town of Isny. Its body had been formed from a thicker gauge of sheet metal than normal, which resulted in rather disappointing performance in terms of acceleration and top speed. At one stage he was in trouble with the Swiss border authorities when the car was weighed and turned out to be much heavier than was recorded in the papers. Some of the cars had correct thickness panels, others were found to have aluminium bonnet side panels fitted.

Of the multitude of deviations from the original TD design here are a few of the details which are also documented by photographs.

Curvature at the front of the mudguards is less pronounced than on the original shape. The bonnet centrally is fitted with a kind of piano hinge, which allows it to be folded flat completely. The air vents on the bonnet side panels are equally spaced and of similar length right through, and the bonnet catches are located right in the corners of the panels. The scuttle is formed without reinforcing flutes; it is either bent from one piece of sheet metal or in some cases welded up from a number of pieces. A variety of types of catches are used to close the

lid of the tool box, sometimes mounted on the lid, sometimes on the box. The wiring loom is of their own production; the fuse box is supplied by Bosch and has 26 connections and according to German standard.

Furthermore, there is provision for a Telefunken radio and a Bosch heater. Hood and side screens are of a black material, a storage box for the side screens is nowhere to be found. Some of the bright parts such as windscreen frame and screen mounting brackets are cast aluminium and highly polished. The interior is covered with a leather look-alike vinyl material; the seat back rest is without contour and straight through. The interior door panels are provided with large pleated pockets which actually allow the driver to store things away. Doors are locked with a simple sliding bolt and hinges are of the flat type. Behind the door the bodywork rises up steeply which stylistically is not a very successful feature. (This however could have been a one-off within the series.) Rear mudguards at times do not have a centre ridge and have a certain similarity with the TA mudguard. The fuel tank is shallower in height but deeper at the base and has a screw cap. Tank side panels are not chromed and partially painted, but simply have an aluminium profile attached to the edge seams. The range of colour choices in response to the wishes of the American customer base was extended to light sky blue as well as citrus yellow.

Once finished and completed, the TDs were sent out to the various MG dealerships in Germany and sold to (unsuspecting?) GIs. Even though there were rumours that something wasn't quite right with some of these MGs, there was a ready market for the car. Insiders had quickly found a name for these cars: Replica!

Quite rightly the question is being asked now as to how to view this operation from today's point of view. One should really consider the circumstances at the time and agree that those involved mastered the situation with a great deal of inventiveness and perseverance. The finished vehicle might not have been the totally genuine article but nonetheless it represented a copy produced with masterly craftsmanship. The overweight and therefore lesser successful cars must have been in the minority. Others of the series must have been so "genuine" that their owners at the time might not even have been aware of the true origin of their cars. In one particular instance the American owner of such a vehicle was annoyed every time an original English spare part did not fit onto his (unbeknown to him) German built TD.

At present two Hennefarth TDs are known in the USA and photographs are included in this article [Ed: not included in this newsletter]. The pictures were provided by Bob Wilson who is the owner of one of the cars and who is actively searching for other surviving vehicles. It is suspected that the cars might be in various states of modification, as previous owners might have attempted to bring them back to "original" by replacing the electrical components with Lucas parts, or by installing genuine door locks. One would hope however, that through the information published in this article the current owners become aware of the uniqueness of their cars and return them to their "original" state. The actual number of cars built under this scheme cannot be determined with certainty. According to those involved, the figure was between 30 and 40. Two complete cars and a few bits and pieces is all that has survived. Maybe, after reading this article, one or the other TD owner may suddenly see the light and have the answer to a lot of his questions.

I'll skip the details of the ensuing seventeen days of phone calls to the lawyers, brothers and real estate agents and fast forward to this past Tuesday. I am working out of my house and I have just about given up on this pursuit because of the lack of cooperation with all parties when out of the blue I receive a phone call at 11:30 in the morning from the lawyer of the brother who legally owns the car. He informs me the parties have come to terms and are closing on the building the following day and that everything needs to be out today for inspection. He tells me if I want the car I need to purchase it and remove it that afternoon. Keep in mind I live 2.5 hours south of Greenville, need to rent a trailer and obtain a certified check. Fortunately half of the drive is up Interstate 40 and I discovered you can drive a lot faster than the 55mph that U Haul recommends

when pulling one of their trailers. Also keep in mind that this MG has been sitting in the same place for twenty plus years and has four flat tires. I am praying that my trusty Harbor Freight come-along will be enough to winch the car onto the trailer. I finally arrive at the building around 3:30 and by the grace of God there are three workers in the process of removing all the contents out of the building. So with the help of my new pit crew, their fork lift and \$20 we were able to pull the car out of the building and place it on my trailer for the journey home. Photo below of "Pit Crew".

After I finished loading up the MG on the trailer, I went back into the building and started grabbing everything I could that resembled something that belonged to the car in addition to other valuable goodies that were laying around. I grabbed several sets of side window curtains, a couple of old MG grills and three convertible top frames. I was pretty sure one of the top frames belonged to the TD but had no idea what the other two frames belong to. I was also able to grab some neat artifacts from the Porsche like the original chrome hub caps and headlight buckets.

It was starting to get dark so I exchange my certified check for a bill of sale with the lawyer and pulled out of the parking lot to start my journey home knowing I am finally in possession of a rare piece of history when my phone rings. A good friend of mine from Wilmington tells me to bring the TD over to his house to store overnight. He tells me Wayne Carini from Chasing Classic Cars will be there in the morning to purchase his 1950 Citroen CV and film it for an upcoming episode. So I drop off the MG and I meet Wayne the following day. I can tell you first hand that he is just what you see on TV. He is a great guy, very sincere, dedicated to chasing classic cars and full of great stories. He films the episode for TV with my friend and then we discuss my new found MG. Wayne admitted that he was not familiar with the "German Connection" but did offer some tips on how to sell it if I desire.

The car is still sitting in my friend's garage and I am pondering what I should do with it. The body panels are in very good condition with just minor surface rust, no dents or creases that I can see. It is missing a few pieces and a couple of items like the gas tank and the tire rims are rusted beyond repair and will need to be replaced. The seats and interior will need a complete overhaul and some of the wood interior frame will need to be replaced. The wood floorboards are obviously shot. After spraying some Marvel Mystery Oil in the cylinders I was

able to hand-turn the engine. I just ordered a new set of points and will attempt to fire it up after cleaning the carbs.

In addition to the serial number, there are some very distinctive features regarding the fenders that convince me this is one of the German made TD's. First, the rear fenders have no seam running from the top of the arch to the bottom of the rear of the fender. Second, the front fenders are made from a much heavier gauge metal and appear to have been fabricated from four separate pieces. There are a few very distinctive faint lines (welded seams) in the same places on both fenders that would indicate the four pieces were welded together to form the fender. Also, the contour on the front of the fenders as noted in the newsletter are much different than the contour of the MG TD fenders made from the Abingdon factory. And last, the louvers on the bonnet are definitely different than the ones on the Abingdon made cars.

As for the other car parts that I was able to salvage, I hit the jackpot and discover that one of the convertible top frames belonged to a 1960 Mercedes 180 SL. I have since sold it on ebay for more than double of what I paid for the MG.

At this point I'm not sure what I'm going to do with this piece and I'm open to suggestions and recommendations. The following photos are in chronological order. Please enjoy the photographs as I try to learn more about the history of this vehicle. Stay tuned....

UPDATE- I got the car started after letting the Marvel Mystery Oil work its magic.

Regards, - **Kevin Wiseman**

Charlie,

It was great meeting you at the Rims on the River show last week. Per our discussion, attached is the chronicle I drafted shortly after acquiring the MGTD that was parked behind you're your beautiful Corvette. Enjoy the story and feel free to share it in your newsletter.

Regards,
Kevin

PS – the MG won best unrestored car at the show.





After 50 years, Jaguar to finish Lightweight E-type production

[Kurt Ernst](#) - From Hemmings Daily



One of the Briggs Cunningham Jaguar Lightweight E-types, raced at Le Mans in 1963. Photo courtesy Blackhawk Automotive Museum.

The 1963 Jaguar Lightweight E-type was Coventry's response to the dominance of Maserati's Tipo 151/1 and Ferrari's 250 GTO in sports car racing. Produced exclusively for privateer teams, just 12 examples were constructed, although 18 chassis numbers were reserved by the factory. Now, 50 years after the last customer Lightweight E-type was delivered, Jaguar has announced that the remaining six cars will roll off the assembly line, with customer deliveries beginning later this year.

The Lightweight E-type incorporated some of the lessons learned from the development of Jaguar's experimental Low Drag Coupe of 1962, but focused on weight savings over aerodynamic enhancements. All Lightweight E-types utilized an all-aluminum monocoque and an aluminum engine block for weight savings, and most were also bodied with riveted aluminum panels. In *Jaguar: The Complete Story*, author Heiner Stertkamp reveals that at least one Lightweight had a body made from thin sheet steel, which complicated homologation. To simplify things under FIA Group J regulations, the aluminum-bodied Lightweight

cars were considered standard, while the thin-steel bodied cars were considered specials.

The extensive use of aluminum (including an aluminum differential housing on some customer cars), coupled with the elimination of interior and exterior trim and the use of lightweight side windows shaved approximately 250 pounds off the weight of a standard E-type, but improvements didn't stop there. In addition to the aluminum 3.8-liter XK engine block, Lightweight cars received wide-angle heads with 2-inch intake valves (though some cars were built with larger 2-3/32-inch intake valves), Lucas fuel injection and a dry-sump lubrication system. Output was said to be in the range of 300 horsepower, a gain of 35 horsepower over the standard XK's rated (but optimistic) 265 horsepower.

The changes should have been enough to make the Lightweight E-types competitive, but the cars never enjoyed much racing success. At the 1963 24 Hours of Le Mans, Briggs Cunningham fielded three Lightweights, but the highest placing car (driven by Cunningham and Bob Grossman) managed just a ninth place finish after losing ground to repair crash damage caused by brake failure at the end of the Mulsanne Straight. The other Cunningham team cars failed to finish the race, with Paul Richards and Roy Salvadori recording 40 laps before a horrific crash destroyed the car (and ejected Salvadori out the rear window), while the car driven by Walt Hansgen and Augie Pabst posted just eight laps (all by Hansgen) before transmission failure ended its day. The following year saw two Lightweights entered, by Peter Lindner and P.J. Sargent: Lindner's team finished 30th overall, while Sargent's team finished in 39th place.

Despite the Lightweight's lack of racing success, its scarcity makes it highly prized among Jaguar collectors. Of the 12 cars built, 11 are known to survive, meaning that demand among collectors far outstrips the potential supply. When production was booked in 1963, Jaguar set aside sequential chassis numbers 850658-850675, but the final car built in 1963 (and delivered in 1964) carried chassis 850669. In Jaguar's records, chassis 850670-850675 have remained booked but unconstructed for five decades, leading to a business opportunity for the automaker's Heritage business group, which specializes in supplying parts for classic Jaguar models.

Jaguar Heritage will construct the remaining six lightweights, which will be assembled to the exact same specifications as the 1963 cars. The endeavor is the first continuation car project for Jaguar, and its occurrence on the 50th anniversary of the final Lightweight's delivery is, in the words of Jaguar's PR manager Matt Skelton, just "a happy coincidence." Demand for the very limited production will surely outpace supply regardless of the asking price, so Jaguar will give preference to "established Jaguar collectors," especially those with

demonstrated “historic race cars interests.” As with the original cars, customers lucky enough to receive confirmed orders will have the ability to specify both color and level of trim, though all will likely be purpose-built for vintage racing to avoid the complications of global licensing. Jaguar has not announced when the continuation Lightweight E-types will be revealed, but a likely venue is





September's vintage-themed Goodwood Revival, held annually at Lord March's estate near Chichester, West Sussex, England.

The first pre-production Lightweight E-type, built for racer (and Jaguar dealer) John Coombs. Remaining photos courtesy Jaguar Heritage. -

A rare Jaguar car has been restored, 47 years after it was destroyed in a race. Sent to us by Eric Robertson From BBC News Shropshire

The lightweight E-type crashed in 1964 on the Montlhery circuit in France, killing driver Peter Lindner.

Peter Neumark, chairman of Bridgnorth's Classic Motor Cars, which restored the E-type, said the work had taken four years and more than 5,000 hours.

The car was one of only 12 lightweight models to be made by Coventry-based Jaguar and was its unofficial entry for the 1964 Le Mans race.

In preparing the car for Le Mans, the Brown's Lane factory fitted Malcolm Sayer's specially-designed low-drag body, making it one of a kind.

Mr Neumark said: "It's been an amazing restoration, the like of which we'll never carry out again, because I doubt we'll get the opportunity."

The company said there were no plans to sell the car, now believed to be worth about £5m.

The E-type, once described by Enzo Ferrari as "the most beautiful in the world", will be shown at the Villa d'Este motor show in Italy later this month and at the Goodwood Festival of Speed in Sussex in July.

It will also be appearing at the Pebble Beach motor show in California.



Jaguar's original test driver Norman Dewis met the restoration team After the crash, the Jaguar was impounded by the authorities. "French law dictated that they couldn't touch the car for 10 years," Mr Neumark said.

In 1976 another restoration team, led by Guy Black, attempted to put the car back on the road.

At the time, the damage to the bodywork was considered so severe that another factory body was used.

Bridgnorth's Classic Motor Cars, which specialises in restoring Jaguars for private clients and museums, bought the car four years ago, along with the crash-damaged body and set about a full re-build.

The team said they had managed to use 90% of the original metal in the body.

Jaguar's original E-type test driver, Norman Dewis, was also in Bridgnorth to see the unveiling.

BMCCF Member Contributions: **Stuffs for Sale or Wanted**

For Sale by Owner - Covered boat/RV dry slip -Wrightsville Beach Storage
2010 Capital Drive, Wilmington, NC - 36' long by 12' wide x 16' tall. offered at
\$19,900 OBO. **Contact Edie Cutler** 910.799.2753 or see wbstorage.com for
more information & pictures.

Brought to us by members:

From Robin Ward - Beth Foster and I are the chairwomen for the Raffles for the car show this year and are asking for gift baskets of food, wine, paintings, holiday decorations, car related items, gardening supplies, fancy coffees, or anything you can think of that someone might really want and is willing to spend big bucks to have. Please let us know if you're interested and what you think you'll donate by the June meeting and have it to us by September 8th so James will have plenty of time to wrap it beautifully in a basket with cellophane.

Thanks,

Robin Ward 343-8685 or e-mail me at dward4@ec.rr.com

Beth Foster 509-0732 or e-mail rrfoster2001@yahoo.com

Vintage Racing at it's BEST -This was when racing was truly a daredevil sport. Life expectancy for these guys must have been about 25. By Paul Fadow
<http://vimeo.com/20247765>

John Adams got 100% - When it comes to identifying the old classic cars, I thought that I was pretty sharp, give this a try 50's Car Test. All right you young & older whipper-snappers, lets see how you do. Be honest with yourself. The average score is 73% This will really rattle the cobwebs in the ol' brain

Click here: [Car Show Game - 1950s - American Torque.com](http://www.american-torque.com)

From David Ward - Tips on Connolly Leather Care link from Jaguar Clubs of North America Web Site - Plenty of great interesting insights:
<http://www.jcna.com/forums/view.php?Vref=JCNA&Vfnum=001&Vthread=8970>

From John Adams - OPPORTUNITY KNOCKING - At the Rims on the River Saturday I was approached by Bill James who said he had just finished a **rotisserie** restoration on a TR6 (I think). He said he had made the rotisserie out of two engine stands and that it will collapse and fit into boxes. He said that if we or anyone in the club wanted it, he would pack it up and deliver it at no cost! Can't get a better deal than that! We should get the info out to the club. I should have mentioned it sooner but I forgot. Also, I think he said he'd take \$150 for it...boxed and delivered.

Here is his contact info:

Bill James - Telly - 910-253-4309

billjamesStJames@msn.com

From Tony Cardellina - Just when you think you have seen everything. Maybe a fun toy for Wrightsville Beach!!!



From Roy Gullickson - The Packard Twelve is going to Auction!

www.packardmotorcar.com

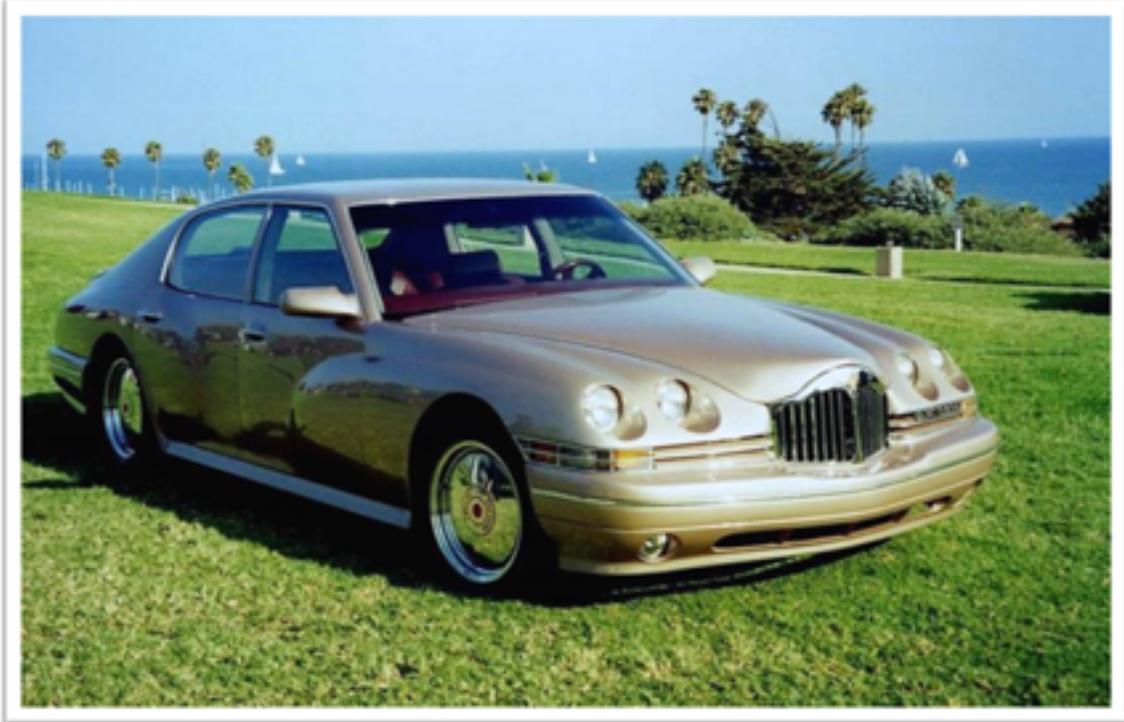
The 1999 Packard Twelve will be offered for auction at the RM Auction held at the Inn at St. John's in conjunction with the Concours d'Elegance of America.

www.rmauctions.com

Place: The Inn at St. John's,
44045 Five Mile Rd.
Plymouth, MI 48170

Preview days: Friday, July 25, and Saturday, July 26

Auction: Saturday, July 26



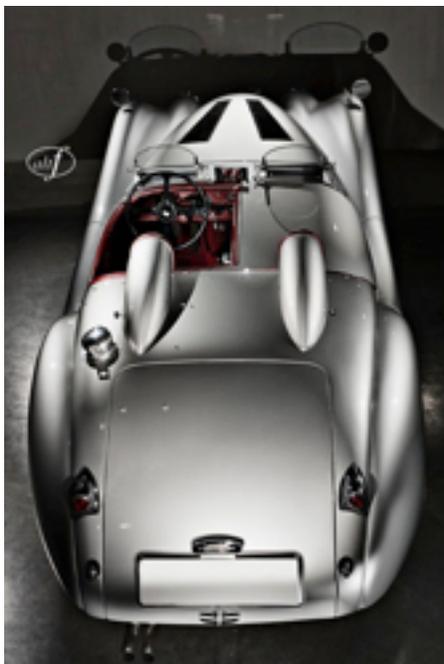
Some cars have presence, some cars have panache, some cars have prestige—and some cars have all that and more...like Packard. This is what inspired Roy Gullickson, entrepreneur and engineer, to pursue his dream and build the new Packard Twelve.

The car is titled under authorization of federal and state laws for “constructed” vehicles and, therefore, is not EPA or NHTSA certified. It is currently registered and licensed in Arizona.

It is truly a unique vehicle and is the only one built. There will be no other.

This is one time, perhaps, you may “Ask the Man Who Owns the Only One.”

Regards
Roy



silver 1953 Jaguar XK120. This was a fun time for auto styling! Humps and bumps everywhere!

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Our contact is Thelma Studer.

BMCCF NAME TAGS

Official BMCCF name tags are required at all events or when you are representing the club.

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For your contributions to this newsletter