

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

BMCCF Meeting September 17th Temptations

Eats Start @ 6:00 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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www.BMCCF.org

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THE HUB

September 2015

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

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The HUB is published and distributed Monthly by the Cape Fear British Motor Club.

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

Prime Minister's Message:

We have an excellent turn-out for the breakfast run to Alley Cats, 21 people are participating. Check the events calendar distributed by Eric for other upcoming events both by our club and other clubs. I have once again put my MG on the market and we will see if there are any buyers out there; it's listed on Ebay. It is just too much trouble to maintain three sports cars along with two grown up cars, especially when one has to be stored away from the house.

While we are a couple of months away it is not too early to begin thinking about placing your name in the hat for one of the officer or board of director positions; I believe it is important to have broad participation among club members to ensure introduction of new ideas.

One final note, as I mentioned at our last meeting I had an unfortunate incident with my Alfa Romeo; Motioneering did a terrific job in fixing the damage at a price much lower than other quotes I received. Additionally, Haggerty insurance reimbursed me for the total amount with a check that came only a few days after I called in the claim. Obviously, I am pleased and recommend both organizations. See you on the road.

See you at our next meeting.

Steve



BMCCF - MINUTES

Temptations, a.k.a. the BMCCF Club House
August 18th, 2015



Meeting was called to order at 7 PM by President Steve Donatone.

48 folks – a wonderful turnout - attended the meeting, many enjoying dinner prior.

The minutes of the July meeting were approved by acclamation.

Steve related an “oops” moment as he backed one of his cars into another after performing maintenance on the first. Some scratches and dents were repaired to Steve’s complete and utter satisfaction by Jeff Shepherd’s Ultracolor on Kerr Ave. Others related similar stories of dings and gaffs, some not of their own doing. All painful but none terminal.

John Moore delivered the Treasurer’s report. We have 26 car show sponsors who have paid and 23 show registrations so, deducting the expenses submitted to date, the show is \$560 to the good. John expects additional expenses to be submitted and is looking for additional payments for sponsorships and registrations. The current balance is about \$9,300.

John also offered 3 free tickets to the Friday night Airlie Gardens concert if anyone was interested.

Eric Robinson provided a car show update. Every class has a sponsor but we can sell additional sponsorships. The trophies are in. Club members should register as soon as possible. **ACTION: Register for the car show.** Eric repeated his plea for volunteers to help with the car show activities. Opportunities include but are not limited to: day of show parking- early arrival requested and the need is great and guidance will be provided so no experience necessary, 50/50, support at the raffle table (2 folks volunteered then and there – thanks to you!), coffee and donuts – another early arrival task, and cleanup which would be perfect for those who are late risers and can stay a bit after the show. Clean up went very fast last year so don’t worry about losing you entire afternoon.

There is still a need for raffle items and items for the surprise box which was a big hit last year. Please contact Beth Foster, Karen Burr or Donna Schaefer ASAP if you have items for the raffle. Items do not have to be car related. The invitation letters went out in the

mail and Eric will follow up with emails. Eric brought pocket flyers which he asked people to take and pass out as appropriate.

Eric also discussed activities. A breakfast/brunch run is scheduled by Steve to Alley Cats in Burgaw on Saturday, August 29th. Meet at the Food Lion in Hampstead at 9:30. Steve has a nice drive planned and we should be at the restaurant around 10:00 – 10:15. Look for additional emails with details and RSVP to Steve by 8/27.

Speaking of activities, Eric reminded the group to check the website for other activities that are planned and said he would be adding others. Let's get out and drive!!

Returning to car show details, please remember to attend the pre-show party at The Pub at Sweet & Savory 2012 Eastwood Road on Friday, Sept. 25th. 6 - 9:00 PM. This is where we have had the last two pre-show parties which have been very popular with entrants, especially those from out of town.

Steve said he sent an email asking those who have club items (tables, banners, cones, signs, any old thing) to let him know. He is putting together an inventory of club owned items and their storage location. Steve received only 3 responses so here is another plea – if you have any club materials and you have not responded to Steve, please respond directly to Ron Jones (ronjones@ec.rr.com), who is assisting Steve with this item.

ACTION: email Ron if you have any club items

Along those lines, Ron asked to bring the question of the club purchasing a trailer to store those items in to the Board for consideration. Steve will do that once the list is compiled.

A couple of items for sale: at 11th and Chestnut, a double decker British bus; a dark blue TR6 with 34K miles for \$11,900. Currently the TR6 is at Autoworks.

Mickey Finn reminded folks that when voting, please be honest. We all feel a tug to vote for fellow car club members' cars but if there is a better car in a class, please vote for that better car.

Ron Jones is looking for a spare wheel for his MG. Contact Ron if you have one.

Judy Mebane thanks all the club members who were supportive during the Beaufort trip and afterwards as their son was in a motor cycle accident while we were on that trip. He is doing fine and continues to date the woman with whom he had a date that night. It was

their first date and she was at the hospital with him through the ordeal. Talk about a first date story to tell the kids!

Two activity reminders: Leland Under the Lights and a Brunch of Cars at the Porters Neck Country Club are both this Saturday. Eric asked those going to Leland Under the Lights to meet on a dirt road off Route 17 west of the bridge. Eric assured all present that they all know where that is.....

Steve adjourned the meeting at 7:35 PM

Respectfully submitted
Pam McMahon
BMCCF Secretary



BMCCF CALENDAR OF EVENTS



SEPTEMBER

13th Sneak to Snead's - Third time lucky! Let's try again to get up there for brunch

17th. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm.

26th. BMCCF Club Annual Car Show, Wrightsville Beach Park
(full details in due course).

OCTOBER

3rd. Grand Strand British Car Club. “Myrtle Beach Britfest” Market Common. Located on Farrow Parkway. 9:00 – 3:00 (see newsletter for details.)

15th. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm.

18th. Brunch at the Inlet View Restaurant, on the Intra Coastal in Schallotte. Meet at the car park outside Charlie MacGrooders in Leland at 12 noon.

NOVEMBER

14th. “Crack the Clues Cruise” to a local eatery for dinner. Solve the first clue to meet at the starting point at 5 PM. Dinner set to begin at 6.30 PM.

19th. Monthly Club Meeting @ TEMPTATIONS EVERYDAY GOURMET 7.00 pm.

DECEMBER

6th. Afternoon drive to the Southport Tea House Cafe, Howe Street, Southport. Meet at the car park outside Charlie MacGrooders in Leland at 3 PM.

Annual Christmas Party at TEMPTATIONS

PLEASE NOTE: The dates shown for trips are provisional and weather dependent. Confirmation of the event and full details will be sent closer to the date.

The **Grand Strand British Car Club** would like to thank you for your past support of our car shows and wish to extend to you a special invitation to attend our **Third Annual Myrtle Beach Britfest 2015 Car Show** to be held on Saturday, October 3, 2015 at **The Market Common** of Myrtle Beach!

The **Myrtle Beach Britfest 2015** will be held at **The Market Common** (former Myrtle Beach Air Force Base) located on Farrow Parkway between Highway 17 Business and Highway 17 By-Pass in Myrtle Beach. In addition to all of the beautiful British cars, only a block away is The Market Common which boasts

lots of shops, restaurants and a cinema so your weekend will be packed with fun for everyone!

Dash Plaques will be given to all early registration entrants and will be available for some late and “day-of” registrations. **Award Plaques or Trophies** will be presented to winners in each class. A Special Award for the entry with the “**Best Picnic Presentation**” will be given. Special “Britfest” t-shirts will also be available. Food vendors, restrooms, local restaurants, and shopping are available nearby all day!

Event Agenda for Saturday, Oct. 3, 2015:

9:00 – 11:00 am Show Field Open & Late Registration

1:30 pm Popular Voting Ends & Vote Tally Begins

2:30 pm Awards Presentation, Raffles, Etc.

Off-Road Trailer Parking will be available next to the show field.

If you would like to show off your British automotive beauty, then you need to fill out and mail a registration form today. Early registrations by Sep. 15 are \$25 first car entered plus \$15 for each additional car entered. Late registrations after Sep. 15 are \$30 first car entered and \$15 for each additional car entered. There are over 40 classes from which to choose. Register early and plan to stay all weekend to soak up the fun!

For more information contact **Rod Smith, Myrtle Beach Britfest Committee Chairman**, at jrodsmith@yahoo.com or tel. (843) 651-7644. Or visit our website at www.GrandStrandBritishCarClub.com. This will be a fantastic event, and we would hate for anyone to miss out on the fun!

We have lost a friend and member – Trubee A. Krothe
Please keep him and his family in your prayers



TRUBEE A. KROTHER, Trubee A., resident of Wilmington, NC and Ventnor, NJ, age 68, passed away suddenly on August 22, 2015. Trubee was born in Somers Point NJ, and spent his young life in Ocean City, NJ and Jenkintown, PA. Trubee joined the US [Army](#) when he was 17 years old and completed two tours of duty in the [Vietnam War](#) and later served in the Army National Guard until 2004. He was a proud veteran, enjoyed participating yearly Memorial Day parades and was proud to fly Old Glory, both at home and at the Margate Log Cabin where he and his wife Anne were members. Trubee loved life, loved trying new things, had a sense of humor and loved the shore - where he met the love of life, Anne Hauck, on July 25, 1971 at Maloney's in Margate, NJ. They were married in 1972 and enjoyed over 43

wonderful years together, and raised two daughters in

Warminster, PA. Always offering a helpful hand, Trubee could fix or make anything. He made friends easily and he and Anne took great joy being surrounded by them and their precious grandchildren in retirement. Trubee retired from SEPTA in 2011 after 39 years with the company. Trubee started his career with SEPTA as a trolley driver and ended his tenure as a District Director of Transportation which often required a predawn wake ritual. This was very helpful in the many road trips he enjoyed, especially the west coast road trip he took when moving his daughter Helene to Eugene, Oregon. He was a member of the Viking Rowing Club and Cape Fear River Rowing Clubs of Ventnor, NJ and Wilmington, NC. He was also a member of Bachelors Rowing Club in Philadelphia. Trubee started rowing in 1998, after being introduced to the sport by his daughter, Annemarie, who rowed for the University of Delaware. He found a missing part of his soul on the water and rowing brought him much joy, and great friendships, which extended up and down the east coast. Trubee is survived by his wife Anne (Hauck); their two daughters, Annemarie Petroff (Jeff) of Wilmington, NC and Helene Dolores, of Eugene, OR; his loving grandchildren, Behrett Broughton Thomas and Anderson Elizabeth of Wilmington, NC; his sister Mary Lynn Foglio (Joseph, Sr.) of Palermo, NJ; Tallieson Stern of San Diego, CA; members of the Hauck family and endless nieces and nephews. He is preceded in death by his parents, Ann (Jagger) and Benjamin Krothe, Jr; stepmother mother, Lucille Duffield; and his brother, Benjamin Krothe, III. The family will receive friends at the Ocean City Tabernacle, 550 Wesley Avenue, Ocean City, NJ on Friday, August 28 from 1:00 p.m. to 3:00 p.m., with a celebration of life following at 3:00 p.m. In lieu of flowers, memorial gifts may be made to the Wounded Warrior Project at www.woundedwarriorproject.org/donate.aspx. Arrangements by the George H. Wimberg Funeral Home - ghwimberg.com.



Photos compliments of Jennifer Lancaster

Many THANKS to Erica Haines and here team for hosting such a wonderful and community beneficial car show. It was well organized, great display of cars, perfect weather and we all had a great time.



Poplar Grove

BMCCF British Motor Car Show Raffle Time

Ok, folks, we're back and it's time we gave some thought to the upcoming **Raffle at our Car Show on September 26th**.

Look for gently used or re-giftable items, put together a gift basket, or actually purchase something! Remember, we want really great stuff – current or classic. It doesn't have to be car-related and maybe you have
cocktail hour in mind?
or an English tea?
maybe a picnic with your best fella or gal in the LBC?
restaurant gift cert (maybe club in with someone else)?
homemade baked goodies (keep in mind it might be hot that day and there are always hungry flying insects around)
autumn plants?
a new seasonal wreath for the front door?

Put on your thinking caps and get gathering. Call or email us if you have any questions or need suggestions.

Karen Burr 256-1289 HYPERLINK
"<mailto:karenburr@hotmail.com>" karenburr@hotmail.com
Robin Ward 343-8685 HYPERLINK "<mailto:dward4@ec.rr.com>"
dward4@ec.rr.com
Beth Foster 509-0732 HYPERLINK
"<mailto:ewfoster22@yahoo.com>" ewfoster22@yahoo.com

PS We need your items by the August club meeting (the 20th) so we can wrap.

PPS Please don't drop things off at Temptations – we need to know who donates what.

Thanks!

Karen Burr



Shopping with Colin: 1965 Jaguar E-Type

Here's the rub: Most E-types are total crap. For many years they were cheap used sports cars. This is how to buy a great one.

September Road & Track



The [Jaguar E-type](#) should need little introduction to *Road & Track* readers. Its 1961 debut changed the sports-car world forever. Its huge 150-mph top speed was almost as staggering as its relatively low \$5500 price.

Enzo Ferrari called it the most beautiful car ever built. The componentry was as beautiful as its body, and it just plain worked. With fully independent suspension, power-assisted four-wheel disc brakes, rack-and-pinion steering, and a free-revving 3.8-liter triple-carbureted straight-six, the E-type was fast, comfortable, and extremely robust.

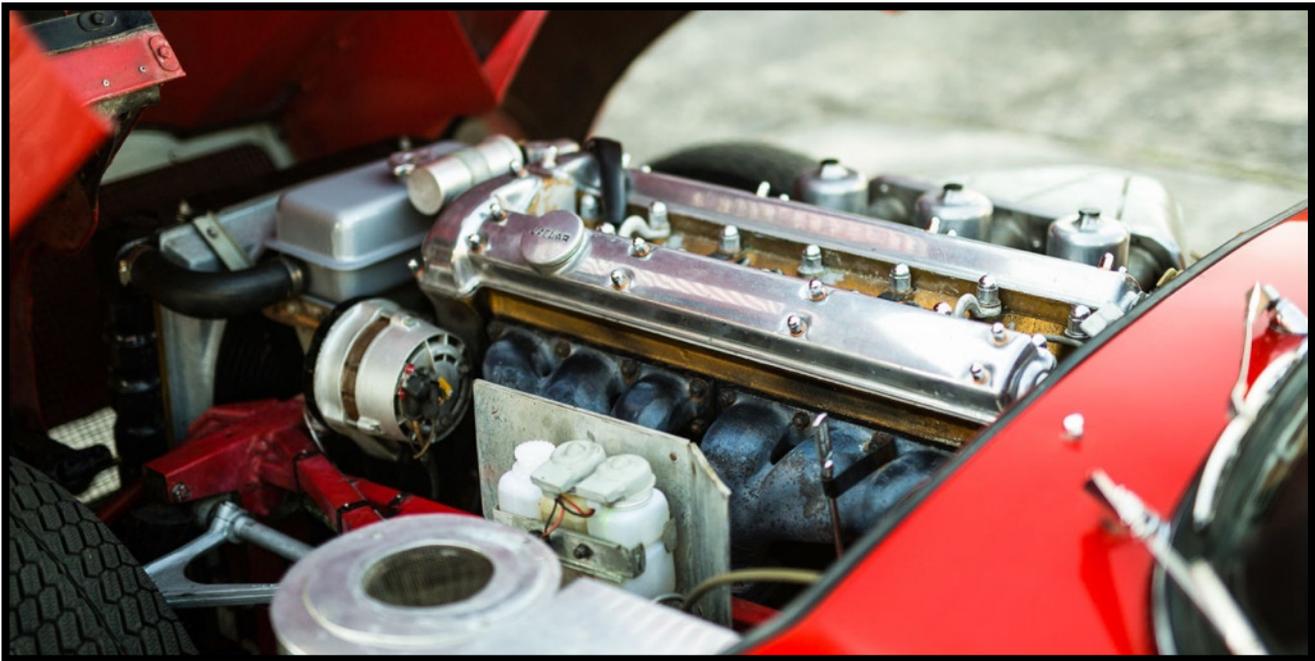
Five-plus decades on, it remains the aspirational British supercar. E-types appear in every top collection, including the Museum of Modern Art's, and their values still defy the laws of supply and demand. They are just that damn good.

The E-type came in three basic models or "series." Series 1 cars were built from 1961 to 1967 in both roadster (officially open two-seater, or OTS) and coupe (fixed-head coupe, or FHC) body styles, with covered headlights and taillights above the rear bumpers. In 1966, a two-plus-two style was added, with a nine-inch-longer body and an unfortunate roofline. The 1961–64 cars had 3.8-liter XK power, and 1965–67s had the larger 4.2-liter version of the XK engine, all with triple SU carburetors. 1968 saw an unofficial "Series 1.5" version with open headlights, twin Stromberg carburetors, and other changes to comply with new U.S. regulations. Series 2 cars were produced from 1968 to 1971 in OTS, FHC, and two-plus-two configurations, all with the 4.2-liter six-cylinder engine, continuing with two carburetors, open headlights, and larger taillights below a single wraparound rear bumper. Series 3 cars were produced from 1971 to 1974. The big news was the 5.3-liter V-12 engine, offering the turbine smoothness you'd expect from 12 tiny cylinders. It gets a bad rap but is actually a great engine handicapped by packaging and emissions controls.



Here's the rub: Most E-types are total crap. For many years, E-types or not, they were cheap used sports cars. People could afford them but not the maintenance and repairs. If an E-type needs a clutch, the engine and transmission have to come out as a unit, necessitating the removal of the complete front subframe and bonnet. Rear brakes? The entire rear subframe and suspension have to be dropped. And they rust. Everywhere. A serious issue, given the E-type's semimonocoque construction. The engines, while robust, can have cooling and other issues.

I have managed to own some great unrestored E-types and, as an addict, am always on the hunt for another. So when I saw this 1965 FHC advertised as a one-owner, unrestored car with 23,000 miles, I had to check it out. It did not disappoint. The brakes were stuck and the fuel system was plugged with rotten old gas, but the car was a virtual time capsule. The original owner bought the E-type as his dedicated "show car." There was no way I was leaving without it. After a few months of work, it's back on the road, working brakes and all.



What to Look For:

- **RUST/ACCIDENT DAMAGE** - Hire a specialist to do a thorough inspection of the body and chassis. Most E-types have been rusted, hit, or both—and it is incredibly difficult to put them "right" after that. With so many for sale at any given time, you can be picky.
- **PRICES** - S1 cars are the most expensive; concours-restored examples are pricey but less fun. Unrestored cars are not cheap either and are like garden gnomes in the Arctic. The best bang for the buck is a great, solid, driver-level car—a decent 4.2-liter FHC should be about \$100,000; an OTS, around \$150,000. Too much? Cut those prices in half for a decent S2 car—and that represents a serious value. Want more cylinders? The S3 V-12 OTS cars are appreciating nicely as well, with a strong nod going to the four-speed versions, for both fun and appreciation potential.

- **PARTS** -A complete industry exists for anything and everything E- type. There isn't a part you can't buy. There are also plenty of ways to improve upon the E-type's performance via the aftermarket.
- **FOOD FOR THOUGHT** -While E-types aren't the bargains they used to be, just think of how much they would be worth if Jaguar only built a few hundred S1 cars and then quit. They would be many millions of dollars a copy, so enjoy Sir William Lyons's gift of economy of scale.

VERDICT:

I could easily take this entire magazine and explain the minutiae of E-types, but simply: If you want "the" E-type, you want a Series 1, the most pure of the E-types in appearance and function. Mind you, the earlier the car, the more valuable it will be; purists desire early S1 cars with external bonnet latches, welded-in bonnet louvers, and "flat" front floor pans. Prices have been skyrocketing lately with sales for some very special examples regularly exceeding \$300,000. As a guy who uses my cars, I like the later-production S1, the 1965–67 with the torquier 4.2-liter engine, full-synchro four-speed, and dropped front floors so my fat Yank feet can work the pedals. There are trade-offs. For one, the 4.2's interior is a bit less cool, missing the BUY sexy bucket seats and aluminum dash, and some say the 3.8-liter is a more eager engine. I'd trade all that for fitting in the seats and a little more low-end grunt.



Not British, but of interest to many BMMCF enthusiasts:

Sent by John Foster

C8 Chevrolet Corvette Exclusive! What to Expect from the Heart- Stopping, Mid-Engined Zora!

We have serious dirt on GM's secret mid-engined supercar.

[From the October 2014 Issue of *Car and Driver*](#)

[4 By DON SHERMAN Multiple Illustrators](#)

GM's head of global product development, Mark Reuss, confirms that the company is working on the next [Corvette](#). Our sources elaborate on this salient piece of information, telling us that, after 61 years of evolution, the C8 will be revolutionary. The new Corvette will be the mid-engined American Dream Machine that Chevy couldn't, until now, muster the courage to build. In truth, the factory is still not prepared to detail what's coming, which is why you're looking at the 2017 model year through our freshly waxed crystal ball.

Why mid-engine? Because the C7 Corvette, especially [the Z06 edition](#), is tapped out. Adding more power to a front-engine design only accelerates the conversion of rubber into smoke at the rear. Moving the engine's mass closer to the drive tires is the most effective means of improving Corvette acceleration and braking.

The second reason is less engineering-driven: Chevy wants to finally move the Corvette past the basic proportions and form language it has used since the C3. Today's Stingray is a dream car for men on the wrong side of 50. But by updating the exterior with a radical remix of its visual masses, the Corvette could sweep the odd [Aventador](#), [LaFerrari](#), [P1](#), and [918](#) posters off adolescents' bedroom walls. As Chevy well knows, kids grow up quickly, and the fortunate ones convert their salaries to



sports cars. Read on for how the C8 will take shape.

The Plan

The C8 flagship, the Zora ZR1, will debut the new mid-engine architecture. Launching as a 2017 model, it will define the top of the Corvette hierarchy just as its precursors did in the 1990–1995 C4 generation and 2009–2013 C6 model years. As before, the ZR1 will be low volume, roughly 1500 units per annum, and high priced. We figure around \$150,000. It'll be a stand-alone special that will peacefully coexist in Chevy showrooms with C7 models for a few years. The new platform, with appropriate bodywork and cockpit changes, could also support a revived [Cadillac XLR](#) (with -better sales success than the last one, we hope). By 2020, we expect the C7 to take its rightful place in the [National Corvette/Sinkhole Museum](#) and that all future models—yes, even the base Corvette—will shift to the mid-engine platform.

The Engines

Those who fear the demise of GM's immortal small-block can relax because V-8s will surely propel the eighth-gen car. Using a single cam in the block plus pushrods offers weight, bulk, and cost incentives too valuable to squander. And the direct-injection, modular-displacement (cylinder shutdown), and variable-cam-timing technologies implemented for the C7 give this engine another lease on life. While it's premature to quote displacement, power, and aspiration details, we expect the C8 to soundly beat today's [Stingray Z51's acceleration](#) (zero to 60 in 3.9 seconds), its 181-mph top speed, and its fuel-economy bogies.

Alternative power sources are planned to keep the Corvette viable when regulations clamp down more aggressively on fuel consumption. Potent V-6s with and without boost are inevitable. Moving the engine behind the cockpit clears space for an electric motor to drive the front wheels; by 2020, a four-wheel-drive Corvette hybrid is a distinct possibility.

The Packaging

Porsche's [Boxster](#) and [Cayman](#) are worthy case studies for the next Corvette because they've astutely answered knotty questions, such as "How do you construct a mid-engined roadster?" and "What about trunk space?"

Lacking million-dollar computer-drafting tools, we instead conducted our packaging study in 1/24 scale with help from Sam Haase, a crack model builder from Belleville, Michigan. The small-block V-8 he pirated from a

Corvette kit didn't quite fit the hole intended for the Boxster S's 3.4-liter flat-six (full-scale measurements reveal that the V-8 is 3.5 inches longer, 2.3 inches taller, but 6.0 inches narrower than the Porsche flat-six). This necessitated a 4.0-inch scale wheelbase increase, yielding a C8/Porsche mock-up about the same length as today's Corvette but with a 5.3-inch shorter wheelbase.

1

The radiator required to cool the Corvette's larger engine would diminish the size of the Porsches' five-cubic-foot front trunk—assuming said radiator is located in the nose. A viable alternative is to position all heat exchangers, including those for the engine, transaxle, and air conditioning, at the sides of the car between the door openings and the rear wheels, [Ferrari Testarossa](#)—style. A benefit of this arrangement would be shorter plumbing runs, but the C8's aerodynamic engineers would have their work cut out coaxing enough airflow through such radiators.

A Corvette-sized muffler would fight for the space occupied by the Boxster's five-cubic-foot rear trunk. This will surely disappoint golfers who drive their C7s to the links with more than one set of clubs in their 10-to-15-cubic-foot cargo holds. The new Zora ZR1 will be for those who enjoy long drives without using clubs. Another packaging issue is the fuel-tank location. Porsche stuck with its historic ahead-of-the-cockpit spot for balance, but we imagine GM is more likely to tuck the C8's gas tank in a center tunnel where it could share space with coolant plumbing.

The Transaxles

This is the trickiest part of the C8 engineering equation, because the choices available and the execution costs related to transaxle design are daunting. Will a conventional manual transmission survive? Would a paddle-shifted dual-clutch automatic appeal to traditional Corvette enthusiasts? Can any torque-converter/planetary-gear automatic provide the rapid reflexes a modern sports car deserves?

READ MORE: [A Mid-Engined C8 Corvette Is Coming: The 10 Cars that Paved the Way](#)

Our snooping suggests that the Corvette engineering group will develop just one transaxle for the initial phase of the C8 program, and that a dual-clutch automatic will be its choice. Given the years it took GM to develop Hydra-Matic six- and eight-speed automatics, appointing an outside supplier to design and manufacture the Zora's transaxle makes the most sense. There are at least six specialists up to that task. We're betting that Oerlikon Graziano—a proven

supplier to Aston Martin, Lamborghini, and McLaren—will supply the C8's seven-speed dual-clutch transaxle. After the inevitable weeping over the demise of the manual, life in Bloomington will continue. Mourners will probably be in the minority anyway—65 percent of new Stingrays are delivered with automatics.

The Structure

Today's aluminum space frame will need a heavy massage to provide the C8 with strong, stiff bones. But it's doable: The robotic frame fabrication GM tooled up for the C7 can be expanded and reprogrammed to serve the coming car. Also, GM has recently developed advanced processes for magnesium casting and sheet forming that could be useful for the Corvette's structure and help drop the C8's curb weight below today's 3450 pounds.

The Chassis

Expect the current control-arm suspensions, composite leaf springs, adjustable magnetic dampers, and Brembo brakes to carry on with appropriate revisions. Shifting weight rearward to improve acceleration and braking will necessitate new wheel and tire sizes. Expect Michelin to continue as the tire supplier.

The Cockpit

Since the engine no longer impedes the driver's view ahead, a lower seating position is practical. A much shorter hood would also improve forward sightlines. This is the designer's delicate balancing act, because rear visibility will be hampered by the new engine location.

We'd also love to see a larger touch screen in the center dash to take over additional secondary-control functions. This would be an ideal opportunity to switch from the common landscape -format to a portrait-mode (taller, narrower) screen, à la [Tesla Model S](#). As long as round knobs for basic entertainment and HVAC functions remain, we'll be happy. The absence of a traditional gear-stirring stick means that new space will be available for a smartphone dock, storage bins, and the requisite cup holders.

We're hoping that the lessons learned from today's GT and Competition Sport seats help the Corvette team home in on one improved bucket suitable for both soft- and hard-core users.

The Body

Doors are the next logical candidate for conversion from sheet-molded fiberglass to lighter, stiffer, crash-resistant carbon-composite assemblies. Current Corvette supplier Plasan Carbon Composites manufactures carbon-fiber panels for both

the Corvette and [the Viper](#), and this firm has the interest and ability to supply additional parts using its advanced pressure-press processes.

The Styling

Every candy bar needs an enticing wrapper, and every prom queen deserves a gorgeous gown. The Corvette is no different: It's an automotive candy bar, a V-8-powered prom queen.

BEST BUYS IN VINTAGE RACING

By: John L. Stein HAGERTY INSURANCE

There's a great old saying in racing: Speed costs money; how fast do you want to go? The adage was as true at the French Grand Prix a century ago as in this year's Formula 1. And it's also completely true in contemporary vintage racing. When a 1962 Ferrari 250 GTO sold at auction last year for a record \$38 million, it cemented vintage racing as easily the most expensive form of competition extant, when taken on a car-by-car basis. But vintage racing needn't cost the GDP of a small country, because you can actually sneak in for less than the price of a new Chevy Spark. Here are four classes that offer great potential for cost-effective fun, for about \$10,000 to \$40,000.



Small-Bore Production Sports Cars

With their diminutive four-cylinder pushrod engines, small dimensions and light weight, racecars like the [Austin-Healey Sprite](#), [MG Midget](#), [Triumph Spitfire](#) and similar are simple to own and maintain. And with limited power, they are not daunting for new racers to learn. Values can range from \$10,000 to \$20,000, depending on preparation and history. One level up, in size and cost, are cars like the [MGB](#), [Triumph TR4](#) and [Datsun 1600 Roadster](#).

Formula Vee & Formula Ford

For decades, the open-wheel Formula Vee and Formula Ford classes were designed to offer competitive, fun open-wheel racing with strict cost constraints.

Early Formula Vees used essentially stock air-cooled Volkswagen engines, steering and suspension systems, while Formula Ford utilized more powerful 1.6-liter pushrod engines and dedicated racecar suspension. Anywhere from \$10,000 to \$20,000 should get you into a race-ready single-seater.

Spec Miata

[The oldest Miata is now nearly 30 years on](#), qualifying it as a vintage ride. And as Mazda likes to point out, it's the most popular brand in racing. Appropriately then, putting the words "Miata" and "racing" together quickly gets you to the nationwide Spec Miata class, where large fields of carefully regulated Miatas offer huge competition at reasonable cost. A fully prepared, turnkey Miata racer can be had from under \$10,000 to \$15,000.



A Sedan/B Production

You don't need a \$200,000 [1965 Shelby GT350](#) to have a big dose of V-8 fun. [Virtually any Mustang](#) from 1964½ forward is a viable candidate to turn into a racer, and over the years many folks have done just that. As such, there's a world full of track-ready Mustangs already out there from \$20,000 to \$40,000, depending on the model, year and preparation. Comparable Corvettes are well past the \$40k mark, but V-8 alternates such as the 1963-[65 Ford Falcon](#), or even the [Dodge Dart](#), also deserve attention.

Vintage Racing Resources

Two standout club-racing organizations include the SCCA (www.scca.com) and Sportscar Vintage Racing Association (SVRA) (www.svra.com). The SCCA focuses on contemporary racing but still has classes suitable for vintage cars. While SVRA, predictably, is all about vintage racing. Check out the website Bring a Trailer (www.bringatrailer.com) which occasionally features vintage racecars, and Vintage Motorsport magazine (www.vintagemotorsport.com), which specializes in vintage racing.

One of three built, works 1953 Jaguar C-type Lightweight heads to auction

Hemmings Daily - Kurt Ernst

Introduced in 1951, the Jaguar C-type was developed for the singular purpose of delivering a victory at Le Mans. It did so in its debut year, but failed to repeat in its sophomore year, conceding victory to the Mercedes-Benz 300 SL. For 1953, Jaguar reworked the C-type into a lightweight version designed to win at the Circuit de la Sarthe, and this time enjoyed the top two podium spots at race end. Only three works C-type Lightweights were ever constructed, and one of those cars, chassis XKC 052, will be crossing the block on August 14 at RM Sotheby's Monterey sale.



Impressed by the performance of a customer's XK120 during the 1950 running of the 24 Hours of Le Mans, Jaguar founder Sir William Lyons and engineer Bill Heynes became convinced that a lighter and more aerodynamic version of the car could prove competitive. In just six weeks, the company produced the XK120C, later called the C-type, which used modified mechanicals from the XK120 in a tubular steel space frame, covered in a wind-cheating aluminum body styled by Malcolm Sayer.

Sir William Lyons's hunch was correct, and at Le Mans in 1951 a C-type driven by Peter Walker and Peter Whitehead delivered a solid victory, finishing 77 miles ahead of the second-place Talbot-Lago. The Jaguar set numerous benchmarks in the process, including a lap record of 105.232 MPH, a 24-hour speed record of 93.495 MPH; and an event distance record of 2,243.886 miles. The two other works Jaguar C-types did not fare as well, finishing in 11th place and 43rd place, both falling victim to oil pressure problems.

For 1952, Jaguar adopted a more aerodynamic body for the C-types entered at Le Mans, but the change proved to be its undoing. All three cars suffered from overheating, but their premature withdrawal may have been a good thing. Changes to the body resulted in a surprising amount of lift at the rear of the car,

making them unstable and largely unpredictable at high speeds.

Looking to redeem its reputation for 1953, Jaguar went back to work on a new version of the C-type, fitted with a lightweight aluminum body crafted from thinner panels than the original, a lighter tubular steel space frame, a rubber fuel bladder and a more powerful 3.4-liter engine. A new cylinder head was fitted, a higher-lift camshaft was added, and the original pair of SU H8 carburetors were replaced by a trio of 40-mm Webers.



The net result was boost in horsepower from 200 to roughly 220, offset by the C-type Lightweight's use of disc brakes in all four corners, a bold move for a manufacturer in 1953.

The changes produced the desired results, and the works C-type Lightweights proved unbeatable in the corners. Tony Rolt and Duncan Hamilton, driving car XKC 051, took the victory, followed by XKC 053, the team car of Stirling Moss and Peter Walker. A Cunningham C5-R crossed the finish line next, followed by XKC 052, the Jaguar driven by Peter Whitehead and Ian Stewart (and the car to be offered in Monterey). The team would field XKC 052 at two more races in 1953, but both would end in DNFs.

At the end of the 1953 season, XKC 052 was rebuilt to Le Mans specifications and sold to the Ecurie Ecosse team. Under its livery, the C-type Lightweight would enjoy stunning success at the hands of drivers like Jimmy Stewart (older brother of Jackie Stewart), Roy Salvadori and Ninian Sanderson. By the end of 1954, XKC 052 had delivered eight wins, four seconds, four thirds and three fourth-place finishes for Ecurie Ecosse, but its days with the storied team had come to an end.



From 1955 into 1959, XKC 052 was raced by a string of privateer owners, with varying degrees of success. A July 1959 shunt temporarily ended the Jaguar's

racing career, at least until it was restored by then-owner Ian Denney, who fitted the car with a replacement aluminum body. Additional owners, and additional races, followed, but in 1971 the C-type Lightweight landed in the stable of collector Martin Morris, who would take care of the rare Jaguar for the next three decades, funding a complete restoration in 1986.

In 2000, the car was sold to an American collector, who restored it to its 1953 Le Mans mechanical specifications and its Ecurie Ecosse livery. Great care was taken to replicate the original body as closely as possible, including the use of sheet aluminum identical in thickness to that of the original body (in the interest of preservation, the car will also include its 1959 body). Since the work was completed, the C-type Lightweight has been exhibited at venues like the Pebble Beach Concours d'Elegance and driven in tours like the California Mille and the Quail Rally, and its age and pedigree make it eligible for the most exclusive of events (such as the Mille Miglia Storica) the world over.



Given the car's one-of-three built status and vintage racing history, RM Sotheby's is predicting a selling price between \$9 million and \$12 million when the C-type Lightweight takes to the stage in California. For additional information on the Monterey sale, visit RMSothebys.com.

GENTLEMAN START YOUR BIDS



1957 Jaguar XK140 SE takes Hemmings Sports & Exotic Car Best in Show

By Kurt Ernst - Hemmings Daily



Ray and Judith Ricker with their Best in Show 1957 Jaguar XK140 SE. Photos by author.

When Ray Ricker bought a “fairly good” black 1957 Jaguar XK140 SE 36 years ago, his intention was to drive the car for a while before kicking off a restoration. The output from the car’s 3.4-liter inline-six certainly didn’t feel like the rated 190 horsepower, however, so the teardown timeline was moved up, and disassembly showed the car to be in far worse condition than originally thought. Distractions stretched the restoration to more than three decades, but now reborn, the stunning cat has taken a pair of first-in-class awards, bolstered by two Best in Shows, in its first two outings, including Saturday’s Hemmings Sports & Exotic Car Show in Saratoga Springs, New York.

“A full restoration,” Ray says, “is like making popcorn without a lid. Once you start, it gets all over the place.” With a second Jaguar parts car added to the mix, the problem was compounded, to the point where even Ray himself confused some of the parts. “We thought the red interior was from the original car,” he said, “but the Jaguar Certificate of Authenticity showed the car’s original interior was black. It turned out that

we used the parts car's interior, but I'm very happy with the result. The red leather just looks so much better with the white car."

Initial work on the car showed the original color to be white, not black, a fact later confirmed by Jaguar. Teardown revealed that the rust in the trunk and floorboard area was much more extensive than expected, perhaps another reason the work was delayed for so long. As Ray admits, "I was busy with other projects at the time, too."

As anyone who's gone through a ground-up, body-off restoration knows, there's really no quick or easy way to complete the process. By Ray's estimation, his Jaguar has about 20,000 parts, each of which was removed, inspected, cleaned and/or replaced during the six-year restoration process. The car made its public debut in July 2015 at the Eurocar 2015 show in Cazenovia, New York. To Ray's surprise, his Jaguar took best in class, and was then awarded Best in Show.



That's not to say Ray's Jaguar is a trailer queen. In fact, he drove it to Saratoga Springs for the Hemmings Sports & Exotic Car show from his home in Rochester, a distance of roughly 210 miles, accompanied by his wife, Judith. He'll admit to being conservative behind the wheel, but after waiting nearly four decades to climb behind the wheel, who can blame him?

Now that the XK140 SE (for Special Equipment, a model also known as the XK140 MC in the United States) has taken two Best in Shows in two outings, Ray says he's beginning to wonder if the car is too valuable to drive. In the next breath, however, he talks about his anticipation over upcoming driving events with the Jaguar Club of Central New York, and it becomes clear that the car is as much of a driver as it is a concours contender. We can't help but think that Sir William Lyons himself would approve.



See more at: <http://blog.hemmings.com/index.php/2015/08/03/1957-jaguar-xk-140-se-takes-hemmings-sports-exotic-car-best-in-show/?refer=news#sthash.jGG2UeKO.dpuf>

LBCar Co TECH TIP

submitted by John Davis

Master Cylinder Rebuild? Piston Sticking? Here are some removal suggestions.

When rebuilding an old master cylinder on a bug-eye, sometimes the pistons can get stuck in the bores from old congealed brake fluid, making the pistons nearly impossible to remove. The following is a list of tips, in increasing order of difficulty/desperation:

1. WD40 or Kroil, in conjunction with compressed air in the discharge ports. When applying the compressed air, be careful to keep a cloth over the piston bores to contain flying parts.
2. Adapt a short piece of brake line with some fittings to allow a grease gun to be connected to the discharge port. Grease is not compressible, so a lot of force can be generated using this method. A small tube of grease will contain sufficient grease to push one piston out. Be sure to clean the master cylinder thoroughly afterward to remove all of the grease.
3. If these methods fail, a 7/16" tap can be used to thread the ID of the piston. Select a bolt slightly longer than the depth of the pistons in the bore. Use spacer washers as necessary to create a gap between the face of the cylinder and the head of the bolt. Tightening the bolt will generate hundreds of pound of force to pull the piston out of the bore. Please note that this method will make the pistons unusable, so new pistons will be required along with a seal rebuild kit.



Redline WaterWetter® Review

By [Michael Posner](#) - The Truth about Cars.com
Sent to us by **Ron Foster** (Bass player for our "Rusty Bumpers" band)

Inexpensive products that promise significant improvements to your car's performance are almost always fool's gold. This is especially true for engine additives (*cough* STP *cough*). However, there's one company with a sterling reputation for delivering on its promises: Redline Synthetic. Since 1979, the Benicia, California company has been

selling coolants, fuel additives and lubricants to the automotive, motorcycle, marine and industrial markets. As part of their range, Redline offer a product called WaterWetter®. They claim their potion can reduce car coolant temperatures by as much as 30°F. That's hot! I mean, not.

I reckoned it'd be a doddle to test the bottle. I'd simply run my car *sans* Redline's additive and check the coolant temperature. Then, following the instructions on the bottle with my usual precision, I'd give my mount the magic potion, drive the same test loop and measure the temp again.

For the mechanically challenged, installation of WaterWetter® could not be easier. Assuming you can open your hood, open your hood (when it is cold, otherwise prepare for a scalding). Locate the radiator fluid intake point (RTFM if necessary). If you have too much fluid in the overflow tank (above the line labeled max), simply siphon off 12 ounces before installing, as overfilling is a really bad idea. Open the radiator cap (or on most modern cars, the overflow tank) and pour in the full bottle of WaterWetter®, funnel optional.

Before I reveal the results of my test, let's look at Redline's claims for WaterWetter®'s effects on your cooling system:

- Doubles the wetting ability of water
- Improves heat transfer
- Reduces cylinder head temperatures
- May allow more spark advance for increased torque
- Reduces rust, corrosion and electrolysis of all metals
- Provides long term corrosion protection
- Cleans and lubricates water pump seals
- Prevents foaming
- Reduces cavitation corrosion
- Complexes with hard water to reduce scale



According to Redline, WaterWetter®'s greatest benefits accrue to those cars running straight water in their cooling system– which doesn't include anyone living in snow country. Translation: WaterWetter® offers all the normal protection benefits of regular coolant to people who don't use regular coolant. Oh, at a lower temperature. Well, theoretically...

Strangely, Redline's own test results don't square with their ad copy. Their technical literature only shows an eight degree Fahrenheit drop in a car with a 50/50 mix of water and coolant, and an eighteen degree Fahrenheit drop for a car running 100 percent water.

I used a VagCom system (reads sensor data directly from the ECU) for my tests. The pre-WaterWetter® installation delivered temperatures between 96 and 98 degrees

centigrade (or 205 to 208 degrees Fahrenheit for the Americans). The post-installation temperature stayed steady at 96 degrees centigrade. Clearly, not the results advertised.

Other websites have tested WaterWetter® and also concluded that the overall decrease in coolant temperature is marginal. So WaterWetter®'s benefits either lie elsewhere (or nowhere). That assessment requires a certain level of trust with Redline products. In my experience, based on their oil products, they deserve this trust.

In reviewing the technical literature on Redline's website, WaterWetter® claims to reduce hot spots in a car's cylinder head. In theory at least, this reduces the possibility of localized overheating, improving engine longevity. Supposedly, WaterWetter® also protects aluminum products in the cooling system from excessive heat and cavitation caused by vapor bubbles forming inside the cylinder head and water pump.

In addition, for cars running straight water, WaterWetter® provides some additional protection. This includes traditional coolant roles of reducing corrosion and lubrication of water pump seals. For cars caned on the track or driven in the summer only, a water-only engine and cooling system solution will lead to problems. However, for cars with a tradition 50/50 mix of water and trad coolant, these benefits are already present without WaterWetter®.

WaterWetter® is available at auto parts stores and online for less than \$10 a bottle. One bottle is good for an entire cooling system, and lasts as long as you properly keep fluid in your system (assuming you follow the recommended practice of flushing your cooling system every two years or 30,000 miles).

Since WaterWetter® has no readily measurable benefit, should you consider putting this in your car? That depends on your personality and your relationship with your car. If you're like me, you like buying stuff for your car in the HOPES of improving power, performance, mileage or longevity (I put Chevron Techron in my tank every 1000 miles). It's true: I'm a sucker for products that have the POTENTIAL to improve the car, even without any possibility of measuring the results. This is doubly true if the cost isn't prohibitive and there isn't any risk of a downside.

In other words, fool's gold is as good as gold to a fool.

Sent by Mr David Ward

**It 's not whether you win or lose,
but how you place the blame.**

BMCCF Stuffs from YOU:

From George Czerw - A fascinating piece of American machinery. This is the only 'Adams-Farwell' automobile left in existence. They were made in Dubuque, Iowa between 1890-1913 and are really unique!

The crankshaft remains stationary while the engine's cylinders rotate!
http://www.youtube.com/embed/Y0XbqHUI-0?feature=player_detailpage

From Charlie Schaefer - I have listened to the words to **American Pie** for many years and thought I understood everything that was being sung about. However when the words are put together with pictures and film clips the song takes on new meaning. Sure brings back lots of memories. Very well done and took a lot of imagination to write it and put it together..

<https://www.youtube.com/watch?v=VhX3b1h7GQw&feature=youtu.be>

BMCCF Classified Ads



From Jim Hendricks - I am trying to sell 2 near mint 1973 North Carolina license plates \$ 15.00 each plus shipping. If you know anyone please forward this email. The 2 red numbers with off white background are;
1789-VM
6585-SW

For Sale - Doc Wilson - I would like to sell my 73 MGB. I recently painted it (Damask Red, original color) Car runs good. It is a good daily driver. Need to make room in my garage for another project. Not sure if you put these in the news letter. Email me at ikeydoe@yahoo.com \$4,300 or best offer





For SALE - Steve Donatone - 1977 MGB with electric overdrive, professionally rebuilt engine with new cylinder head. The following items are 3 years old or less: tires, battery, battery cable, fuse panel, water pump, radiator, alternator, brakes front and rear, brake switch, front brake calipers, rear brake cylinders, exhaust system, electronic fuel pump, gas tank and sending unit, electronic distributor, ignition wires, plugs, hoses, fan belt, thermostat, carpet, steering wheel, hood and choke cables, speedometer cable, tires, oil cooler, twin SU HIF 4 carburetors completely rebuilt, steering rack, top cover, seat belts, seat cushions and webbing, rear spring bushings, rear shock down links, ignition switch, rheostat, multi-switch, brake master cylinder, clutch master cylinder and slave cylinder, clutch, heater control valve, windshield, k&n air filters. This car looks and

drives like a new car; body is excellent with great looking paint job. \$8,500. Call **910.232.1702**



For SALE -1975 TR6I just shipped it down from Michigan a few weeks ago. The car is currently at AutoWorks with Carl Wilson and I know he is involved with British Car Clubs. TR6 currently at AutoWorks with Carl Wilson in Wilmington where you may stop in and see it. It has a new battery, new fuel and the points cleaned as well as exterior/interior detailing. I'm selling as is.

Asking price \$11,900.

34,900 original miles

Kristal McHugh

[910-367-3087](tel:910-367-3087)

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<http://www.fourth-gear-ltd.com>

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That's All Folks
Thank You
For your contributions
to this newsletter

