



Prez Sez

By Wray Lemke

I can't believe August is right around the corner but it does have me wishing for Sept to come on with a little cooler weather. Dave and the crew are working tirelessly on the upcoming British Car Day. You might have read we are doing a couple of things differently this year. The venue is changing from the Mt. Pleasant Waterfront Park to the Palmetto Islands County Park, which still has us in Mt. Pleasant. It's a very nice park and it will be good to change the scenery a little since we've been at the Waterfront Park for many years now. I'm looking forward to it. We're also having our reception on the fantail of the Yorktown. This is always a well-attended event and it's kind of special to enjoy some British Car socializing while looking over Charleston Harbor. If you haven't registered for the show, please do as soon as possible. The more information we have about how many folks are coming the better we can plan. We might do something a little different for awards this year, Don Kelly is working on that so it should be interesting.

The show still supports the Garrett Academy autobody and mechanics class by sending a couple of their students to the state Skills USA competition. This has really made a difference in some student's lives, they've been offered some excellent jobs in the local automotive industry. The school district cannot sponsor these students so we're glad we can help out.

Speaking car shows, we heard from the Grand Strand club a while back; they floated the idea of a combined show alternating between here and Myrtle Beach. It's something to think about. As we all move along in life we can see a slow attrition in the ranks of British Car owners, a combined show might be good for increased exposure to our hobby.

Speaking of which, my cars aren't getting driven much in this heat and seemly incessant rain. I'm looking forward to actually spending some time in the garage getting some work done on the cars, a V6 conversion (bought the motor!) is in the works for my GT along with an AC refit for Susanne's GT. I plan on rebuilding an engine I picked up several years ago that has had extensive work done on it and sports a Peter Burgess head. That, along with an overdrive transmission, should make her car a great all-weather, sporty cruiser.

We are having a tech session soon, a couple of members want to do some work on their cars so keep an eye on the website calendar for announcement. Drive In Movie night will be coming up before too long so keep an eye out for that date, too. Michael is getting that together.

Do come to the next meeting, we really enjoy seeing everyone and catching up on what they've been doing.

Until then,

Safety Fast!

Wray

VP's Corner

July has vanished in some Einsteinian time warp. It seems like the semi-traditional 4th of July drive Maria and I make to Whaley's on Edisto for lunch - skipped directly into the last sailing regatta of the season in Charleston Harbor, with nothing but rain in between (and since). Oh, sure, there was some vicarious LBC action to be had on Facebook, as some local boys tangled up with Messerschmitts 'over there', but back in our muggy low country there was more planning than action. There is a lot to look forward to, so now is the time to prepare. Our movie night in August will be indoors, but after that it's back to getting cars on the road. We don't have any Alps, but a multi-day rally into the wilds of North Carolina is looking as if it will happen, in addition to our seasonal local morning & lunch and social outings, and, of course, a certain premier automotive event in October. You can register now for British Car Day, which is probably a good idea if you'd like to attend the welcome reception on board the USS Yorktown (access is limited)! Also, in addition to bringing your car, please be thinking about where you can assist - there will be opportunities to set up, tear down, count ballots and much more. Put it on your schedule now!

Safety...Fast!

Bob

Tail of the Dragon, Wheels Through Time, Asheville, Blue Ridge Parkway, Little Switzerland

What a drive it could be!

How about a 5 day/4 night drive through the beautiful Smoky Mountains. These are the kind of roads our LBC's were designed for! [Check out the updated website here](#). If this looks like something you would like to do, fill out the form on the website. It is still in the planning stages but there looks to be enough interest. There is a tentative detailed plan on the website. Check it out and let me know if you have any questions or comments.

Dave Rosato



Bob Simons doing the Tail on his Norton

FOUNDED 1983

MEETINGS HELD THE SECOND SATURDAY OF EACH MONTH
(Unless otherwise specified)

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PAST PRESIDENTS

Mike Carnell 1984	Dick Deibel 1988	Bobby Grooms 2003	Wray Lemke 2016-
Oscar Smalls 1985	Alan Van doren 1989	Richie Hartley 2004-2006	
Don Brown 1986	Mike Grosso 1990-1995	Diane Lambert 2007-2008	
Tom McMurray 1987	Jack Lambert 1996-2002	Richie Hartley 2009-2015	

IT'S EASY TO JOIN...

Just fill in and sign the application and send along with \$35.00 annual dues, to:

British Car Club of Charleston
PO Box 22826
Charleston, SC 29403

We look forward to seeing you at all of our meetings and events! (Please print clearly)

NAME: _____ Street: _____ CITY: _____

STATE: _____ ZIP: _____ TELEPHONE: _____ E-MAIL: _____ FAX: _____

Car(s): Make: _____ Model: _____ Year: _____ Color: _____

CAR(S) Make: _____ Model: _____ Year: _____ Color: _____

As a member of the British Car Club of Charleston (BCCC), I agree to hold BCCC, its board of Directors, Officers, and organizers of events free From all liability for any accident or injury which may occur in connection with club events.

SIGNATURE: _____ PRINTED NAME: _____ DATE: _____

NEW MEMBER RENEWAL I give my permission to list my phone and E-mail in the membership directory to be accessible to members only.

Birthday please: Name: _____ Month: _____ Day: _____

Spouse B'day : Name: _____ Month: _____ Day: _____

2018 British Sports Car Hall of Fame Induction Ceremony by Dennis Oldland

When I got back home after attending this year's induction event (<http://www.britishsportscarhall.org/news/2018-hall-of-fame-inductees/>) at Moss Motors in Petersburg, VA, I made some notes intending to write a story, but I was reluctant to submit an article to the Windscreen about a one-car event. After reading Dave's story about a two-car event (NAMGAR), I decided to finish the story.

In 2017 Moss Motors held Motorfest and the first induction ceremony was a part of the larger event. After the ceremony there was a unique opportunity to actually talk to some of the legends in our sport. When I had a few minutes with Peter Egan I told him that while he was writing restoration installments about his Series 1 E-Type coupe in Road and Track, I was also restoring a coupe at the same time. He asked what happened to the coupe and I told him I sold it and paid off my house so when he signed my book he wrote "We should have kept the E-Types and sold the house!" Bob Tullius laughed when I told him that in high school my friend, who had a TR4 and I in my MGA became Group 45 autocross team. Boy racers we were.

The 2018 honoree induction was to be a stand-alone event and so early this year I made a plan for a longish drive on secondary roads to Petersburg the first weekend in June.

The weather in the southeast during the last 2 weeks of May was so rainy, most of the weather maps of NC and VA were green nearly every day. But, being stubborn, I was going in my TR3 anyway. I was more concerned about flooded secondary roads than rain itself. There was no doubt I would hit heavy rain at some point in the trip so I removed the floor carpets and the back seat and left them at home.

Recently, I found a vintage suitcase which fit the luggage rack and freed up space for the awkward side curtains in the boot, usually occupied by a careful selection of the wrong tools and wrong spares for venturing beyond the AAA Perimeter of Death.



Two days before departure there was a flood warning in Halifax, NC near the VA border. But I had a backup plan to jump from Rt. 301 to the dreaded I-95 for 10 miles. Fortunately, on Friday, the flood watch was lifted. When I got to Halifax, the brown Roanoke River could be seen in the distance but had not reached the road. I continued on to Moss to pick up some parts.

Saturday morning the car wouldn't start. Thankfully, a fellow traveler helped me push it and it caught. I was concerned that it might not start again, so I drove around a mall ring road a couple of laps in second gear to charge up the generator. I remembered using the electric engine fan quite a bit on the way up. After that I looked for a slight ramp that I could test the charge by shutting the car off and restarting. (Finding a slope is easier in Virginia than in the Low Country!) If it failed, there was the ramp, but it started and I refrained from using the electric fan which was most certainly the electron-eater.

Now to the event. I arrived a little early and by starting time there were only 40-50 people there . . . total. Moss really didn't know how many people would show up because a number of people cancelled due to weather. With such a close crowd, people were on a first name basis by the end of the ceremony. Other than a couple of Moss employees, I had the only British car in the parking lot.

There was the friendly face of Allen Hendrix wirewheels and a lot of folks associated with the Austin Healey club as the first president, Chuck Anderson, was an inductee. From last year, there was John Nikas, racer, author, and director of the British Sports Car Hall of Fame, Graham Robson, author of more than 100 books about British cars and Robert Goldman, chairman of Moss all had comments on this year's group. Graham especially had something to say about each honoree from personal contact while they were in their sports car prime.

John is known to many people as the guy who drove *Grace*, a symbol of hope for cancer patients across the country a few times and accumulated over 345,000 miles on the 1953 Austin Healey. *Grace* is temporarily resting at the small museum inside the Moss building.



I was invited to dinner with the group and John Nikas seated me beside him and across from Graham. I just listened to both of them tell stories all evening. Graham told about Coventry in the 50's which was headquarters for 14 different car companies. He started with the competition department at Triumph. Later he worked as a designer at Jaguar. Someone asked what he designed and he said he had a relatively small task - to create an exhaust system for the E-Type keeping in line as much as possible with the racing version. He kept the front end as on the racers, but had to figure a way to have the pipes exit at the rear rather than at the side as were the racers. We have Graham to thank for the graceful result of the Series 1 E-Type exhaust.

Before we left the restaurant, it started to rain really hard. It rained all night long and for the first hour of the trip home. I was glad I removed the carpets from the car because there was standing water on the floor by morning. With the top up, there was room for the suitcase behind the seats which was better than dealing with a flapping plastic bag on the luggage rack. All things considered, it was reasonably dry in the cockpit.



Even with the rain, Route 1 out of Petersburg on an early Sunday morning is just a wonderful drive. There are miles of countryside and small towns. In places, deteriorating roadside pit stops with faded paint advertising businesses long since departed reminded me of Route 66. By the time I got to Raleigh, the sun came out and the car was a steam bath so the side curtains had to come off and it was like walking into air conditioning. I left the top on so it could dry slowly and not shrink.

It was a great drive, a surprisingly intimate event and - you heard it here first - there will be a Motorfest in 2019.

Let's hear your story. Just write it up and send it to Dave,
Dave@BritishCarClubCharleston.com.



34th Annual British Car Day planning

Dave Rosato

BCD plans are coming to fruition. The reception will be Friday evening October 26th on the USS Yorktown fantail from 6-8pm. Make sure you register early as space is limited. There will be a variety of great food to munch on as well as a cash bar.



PATRIOTS POINT
★ HOME OF THE USS YORKTOWN ★

Hagerty Youth Judging Program

Designed primarily for youth ages 8 to 14, the Youth Judging Program brings the world of classics to a kid friendly level. The Young Judges are guided through the show field as a group to pre-selected show cars and interact with owners, allowing the judges to learn details, history and fun facts about each. A simplified score card that highlights five basic categories and is rated on a scale of 1-to-5 is used.

Moss Motors \$200 gift certificate

A drawing will be held for pre-registrants to win a \$200 gift certificate for Moss Motors.

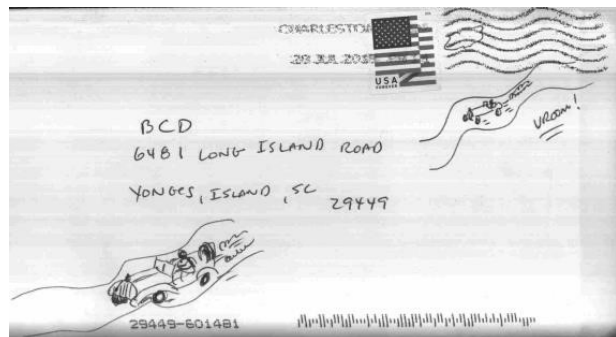
Silent Auction

Last year receipts from the Silent Auction provided significant funding for the event. If you have something you would like to donate for the Silent Auction, please bring it to the Monthly Meeting or to one of the events.

Panagiotis Mitos has been commissioned to paint Don Wathne's 1909 Rolls Royce Silver Ghost in front of the Pineapple fountain. If you don't recall, Dons name was picked from a hat from those interested in having their car painted by Panagiotis. The winner pays for the painting but it will be used on the BCD Tee shirts and poster.



You can register online or by snail mail. You're not required to draw little pictures on the envelope but it is encouraged!



As always, see our website for the latest information and details.

Meet Winston

By Joe Boykin

Ever since I was a young boy I was enamored by the original Land Rover. I grew up watching it on television programs like *Daktari* and *The Wild Kingdom*. It was and always will be the quintessential expeditionary conveyance of all time. It is said that at one time the first vehicle ever seen by one-third of the world's population was a Land Rover. It is one of only two marques that hold all three Royal Warrants, the other being Jaguar. It was the brainchild of Maurice Wilks of the Rover Company, who designed and built the prototype in 1947 after receiving inspiration from owning a surplus Willys Jeep after the culmination of World War II.

The original Land Rovers are now known as Series Land Rovers. There are four classifications that include the Series I (1948 - 1958), the Series II (1958 - 1961), the Series IIA (1961 - 1971) and the Series III (1971 - 1985). In 1983 the Defender was introduced and was produced until it was discontinued in 2016. All of the Series Land Rovers were manufactured at the Solihull plant near Birmingham, England. Other Series Land Rovers were built under license like the Land Rover Santana built in Spain. These original Land Rovers were adapted to many uses that included farming, fire suppression, ambulance service, cherry picking, excavation, snow removal and extensive military service. A special version was created for the British Special Air Service (S.A.S.) called the "Pink Panther", which was used as an expeditionary reconnaissance platform. Additionally, Land Rovers have competed in the Dakar Rally and were the principal vehicle used in the grueling Camel Trophy competitions of the 1980s. The original Series Land Rovers are considered classics and are truly a British icon.

My family and I live on an old farm on Johns Island and always enjoy going on excursions about the property with guests in an open top vehicle. I had owned Jeep CJ-7s for most of my life, having the last one for more than sixteen years. I had longed for an original Land Rover but their scarcity and price seemed to put them out of reach.

My Land Rover arrived at the Port of Jacksonville, Florida on October 28, 2014 after a thirty-eight day voyage from South Hampton, England. It was sold to its first American owner who kept it in Naples, Florida as a recreational vehicle for his vacation home. In February of 2018 I found my Land Rover on EBay and brought it home from Florida. I named him "Winston" for Sir Winston Churchill, the half American (his mother was American) British Prime Minister and military veteran that arguably played the most pivotal role in winning the Second World War. Winston Churchill was a hero of mine since childhood. Here is Winston Churchill with his Series I Land Rover:



Meet Winston

Even Her Majesty Queen Elizabeth II has owned and operated many Series Land Rovers like this one:



My Winston is a Series III 109 one ton military Land Rover that was built in October of 1984 at the Solihull plant for the Ministry of Defence (MOD) and finished in NATO green. He is outfitted with an inline 2.25 litre four-cylinder petrol engine that produces 70 horsepower. He is a four-wheel drive vehicle equipped with a four speed synchromesh manual transmission and a high range/low range transfer case. Top speed is 60 mph with the aid of a tail wind. Winston began his service in the British Army on October 12, 1984 and was cast (surplus) on June 10, 1997. He spent his entire time in military service in the Officer Training Corps (OTC) at the University of London. At the time of his separation from military service Winston had logged less than 2000 miles in nearly thirteen years. Even though it only had 7000 miles on it at the time of my purchase, thirty-four years have taken their toll. I have had to replace the distributor (still has points and a condenser), the carburetor, the alternator, brake and clutch master cylinders, and one wheel cylinder so far. I will be replacing all of the front axle seals very soon due to hardening and cracking of the rubber over time. Working on Winston has been entertaining to say the least, as it is always a guess if a bolt or nut will be SAE, Metric or BSW (British Standard Whitworth).

Here are a few of pictures of Winston:



Meet Winston

I guess I can now add yet another use for the venerable Land Rover as a campaign platform. I think the real Winston would smile seeing me out on the campaign trail in my Winston. Pictured below is my Winston with my cousin and avid supporter Milton Boykin of Charleston, SC.



In the true British tradition Land Rovers enjoy a sterling reputation for reliability as evidenced by the following jokes:

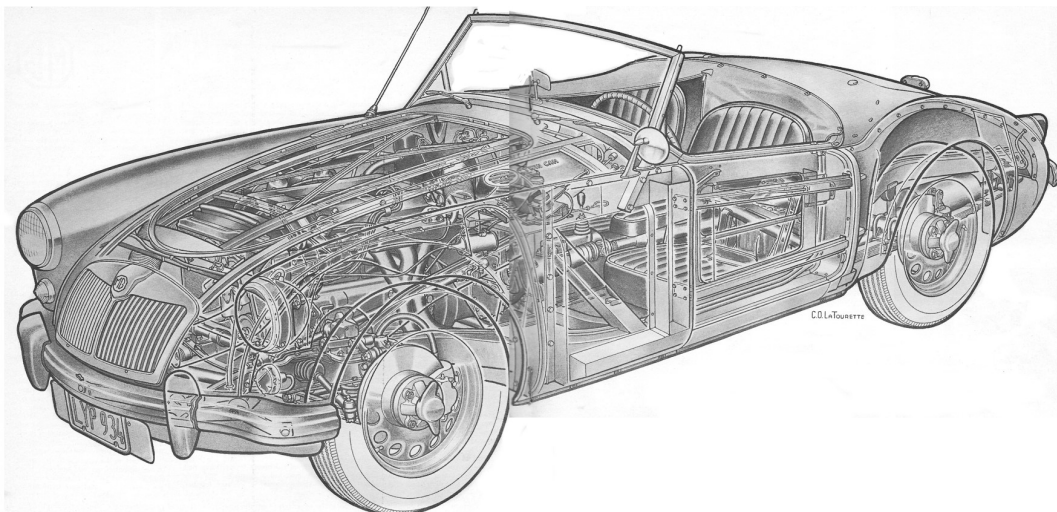
Land Rovers do not leak oil. They mark their territory!

Land Rovers feature Lucas electrics. Lucas' motto: "Get home before dark!"

Land Rover Company does not manufacture computers because their engineers could not figure out how to make them leak oil.

Nearly 80% of all Land Rovers ever made are still on the road today. The other 20% made it to their destination.

Looking forward to seeing you all out on the road or on the side of the road, till then cheers!



MGA Twin Cam from 1959 June issue of Sports Cars Illustrated

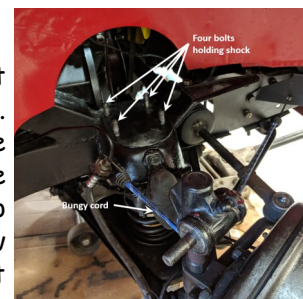
British Car Tech session

Leaks and excessive play

By Dave Rosato

Last month in the Windscreen I told you about our drive to NAMGAR. On the last page of the Windscreen there was a picture of me at John Twists tech session. For almost every car, he adjusted play in the brakes. To do this, you crawl under the dashboard and press the pedals to see how far you have to push them until they start depressing the piston in the master cylinder. While doing this, he would complain if there was excessive side-to-side play in the pedals. When I did a frame-off restoration on my 'A, I rebuild most everything except the bushings in the pedals. John did complain about mine. Then when making the adjustments at the master cylinder he mentioned about leaks. This was on my list of things to fix. Dot 3 brake fluid will eat through paint, and that is what was happening to the master cylinder bracket. So I decided it was time to take care of these problems. There was one other problem I needed to fix, this was the front right shock absorber. For the past month or so, it was leaking. When it ran out of fluid, when I hit a bump on the right side, the tire would continue bouncing down the road. So every week or so I'd pop the bonnet, remove the filler cap on the shock and fill it. What a difference that made. I filled it before driving to NAMGAR and had to refill it before the return trip. So that was number three on my list.

I first removed the front right shock. To do this I removed the front right wheel. I got a bungy cord and tied the hub assembly to the frame. This was necessary because removing the shock also meant removing the upper control arm. I removed the four bolts holding the shock to the frame then removed the large bolt behind the hub. There is a small gap under the rear side of the shock base where you can insert a large screw driver and pry up the shock. It was also necessary to remove the right side shock arm as it wouldn't clear the frame.



It was obvious where my problem was. Oil was leaking on one side around the shaft. The shock housing was swaged holding a large washer in place which must hold seals in place behind it. There was no way to repair it so I bought a new one. The place I bought it from gave a small refund if you returned the old one to them so they could rebuild it.



So next was the master cylinder. I first drained all the fluid from the master cylinder by attaching my handy dandy brake fluid bleeder I bought at last years BCD silent auction to the bleeder at one of the wheels. With a little patience, I then removed the two hydraulic lines at the rear of the master cylinder. Next the two long bolts going through the master cylinder body were removed, then the two clevis pins at the two rods were removed. At that point the master cylinder could be removed.



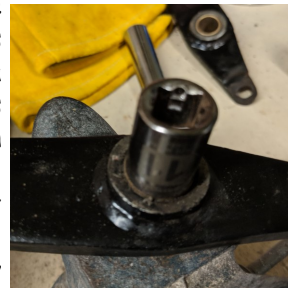
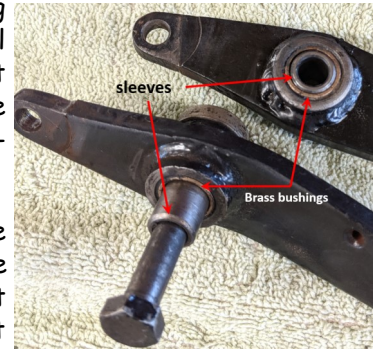
I guess at one time I was planning to rebuild the master cylinder because I had a Moss Motors rebuild kit. So I took it apart and cleaned all the parts. I took the rubber seals off the pistons. The cylinder walls looked great, no signs of wear. It was a tremendous struggle to get the new rubber seal on the piston. It was like the ID was a little too small. But I finally did get it on. But then I couldn't get it to seat where it was supposed to be. I got online and saw that the rebuild kit was a \$10 aftermarket kit, and didn't include the two gaskets needed. Moss offered a \$50 kit that included gaskets. I bit the bullet and bought a new master cylinder.



British Car Tech session

Next was to remove the brake and clutch pedals. By just removing two of the four bolts holding down the rubber boot, I was able to pull the boot back exposing the bolt holding both pedals. I pulled the bolt out and the pedals fell to the floor inside the car. It was obvious the pedals needed new brass bushings. So I ordered new sleeves, bushings and bolt with nut for less than \$15.

When I got the new parts, the first thing I had to do was remove the bushings. Ideally you would use a press, which I don't have. So the next best thing is a big hammer. An 11mm socket was just the right size, very slightly smaller than the OD of the bushing. They came out pretty easy, sitting on the jaws of a bench vise opened just larger than the bushing OD. Next was to pound the new ones in place. You need to be a little more careful here as the bushings are brass and can be easily damaged. With the bushing in place, I put a piece of wood over it to protect it and hammered it into place. Next when I tried to insert the sleeve into the bushing, it would go in. It did prior to inserting it into place. It shrunk very slightly. Using sandpaper and a half inch drill bit, I sanded a few mils off the inside of the bushings until the sleeves fit. Putting the pedals back in the car was pretty straight forward.



Removing the bushing with an 11mm socket



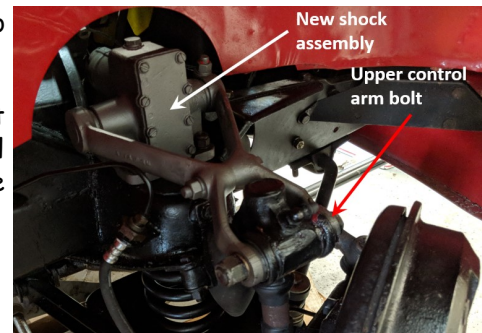
Inserting the new bushing with a piece of wood

Next I put the new shock in. Since I had the front end apart, I re-greased the bearings. Putting the shock in was as simple as dropping it into place, putting the four hold down bolts on the housing, remove the bungy cord then put in the upper control arm bolt. The unit came pre-charged with oil.

Putting the new master cylinder in meant putting the brake and clutch lines on and bolting the unit to its housing. The rods were next attached to the pedals and properly adjusted.

Since I decided to convert to synthetic brake fluid, I first drained the existing fluid from the system at the wheels and clutch slave cylinder. All that was left was to fill the master cylinder and bleed the brakes and clutch slave cylinder. Keep checking the master cylinder reservoir to make sure it doesn't go dry.

All I had left to do was spray the area of the front right shock with degreaser and get rid of the accumulated oil from the old shock. Oh yes, and test drive the car to make sure it shifts and stops.



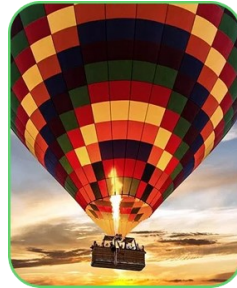
2018 Victory Cup Charleston Polo Match & Hot Air Balloon Festival

When:

Saturday, October 13, 2018
11:00 AM - 7:00 PM EDT

Where:

Hyde Park Farm & Polo Club
6763 Davis Rd
Charleston, Ravenel



40% Discount Tickets

The British Car Club of Charleston has been invited to return to the 2018 Victory Cup polo matches, to be held on Saturday, October 13th. The event is being held at the Hyde Park Farm & Polo Club in Ravenel. To get more information on the event, [go to this link](#). To purchase tickets, click on the green button above. This link goes to the special 40% discount tickets for our club. The ticket includes the Hot Air Balloon Festival. Be sure to let Mert Fox (Mert25@att.net) know of your ticket purchases and the type of British vehicle you are bringing. If you have any questions, please contact Mert. Details will be emailed and posted on our website as we get closer to the event.





Upcoming Events

See the BCCC website for details



Check out autoclubcalendar.com for other local automotive events

Saturday August 11th, Monthly Meeting, 8-9:30am, Marina Variety Store Restaurant, 17 Lockwood Dr, Charleston

Friday October 26th, British Car Day Reception on the USS Yorktown, 6-8pm

Saturday October 27th, 34th Annual British Car Day

Have you ever thought, I'd love to have a cool email address like Dave, Dave@BritishCarClubCharleston.com? This way you can keep club emails separate from others. When I check my email on my laptop or phone, it checks six email addresses. Just ask and I'll set it up. Let me know what you would like to the left of the @ symbol.

More from Dave, Tires

by Dave Rosato

You're probably tired of me by now. But I just had to share this. A few years ago I had a catastrophic blow out on one of the 20 year old Michelin tires that came with my 1958 MGA when I bought it. So I was overdue for a new set of tires. Unfortunately, I didn't research it much. I went to Gerald's and bought the best ones they carried, Nexen. Size 165-80-15 are a hard size to find. Last year the car developed a severe bounce at speed. In checking the tires I found that the steel belts were coming through the sidewall of one of them. I had it replaced. Last month in the Windscreen, I summarized our trip to NAMGAR in VA. On the way, the car developed a bounce at speed again. While at NAMGAR I took it to NTB and had all the wheels checked and balanced. They found an out-of-round wheel so we swapped the spare out. The car drove better but not perfect.

On the return trip, the bounce got worse. Also, when I took my hands off the wheel, it went to the right. And worse, when I would come to a stop, the front of the car would wobble left and right. When I got home I rotated the front tires to the back. Now when coming to a stop, the rear of the car wobbled left and right. So I brought the now rear tires to Gerald's. It took them two seconds to determine that the belts in both tires had shifted. So out of the original four tires I bought, date stamped 2012, three went bad. They ordered three new Nexen tires, I needed a spare. I picked them up and put all the new tires, 2017 date stamps, on the car, and the last five-year old tire I used as a spare.

Well the car has never driven so nice. Totally smooth all the way to 75. When I take my hands off the wheel, it continue straight.

BCCC Regalia

You are now able to order BCCC regalia right from the BCCC website.



We have:

Beautiful enamel on 14k gold plated copper BCCC Lapel Pins for \$3.00 each. Circular pin measures 3/4" in diameter with military clutch.

Also available: shirts with the BCCC logo available either in stock or you may order.

Caps with the logo, as well as Visors and one-size fits all driving caps with the logo on the back

BCCC logo front license plates are available, as well as Key fobs and name badges.

You may contact Millie Horton for name badges or special regalia requests

843-367-7250 or

mbhorton@bellsouth.net



BCCC Grill Badges are here!

Mert has 10 BCCC grill badges left. If you didn't get one from the last batch, here is your opportunity. Badges are only \$25. If you can't pick it up at a meet then there will be a nominal shipping charge. Contact Mert at mert25@att.net.

Happy Birthday For August



Kathy DuBose	1st
Deb Bennett	4th
Michael Rains	4th
Don Longnecker	5th
Wanda Cramer	7th
Dave Bulfin	7th
Wendy Tripp	11th
Melvin Taylor	12th
Joan Motter	13th
Sue King	14th
Robert New	14th
Ken Smith	14th
Ann Ivester	15th
Fred Baldwin	16th
Ron Nea	16th
Elaine Cohen	22nd
Tom Meservey	24th
Lisa Dematias	25th
Teresa Wrenn	26th
Jack Tripp	26th
Lisa Unger	29th
Scott Richardson	30th
Dee Sanzari	31st



AND MANY MOOOOORE

Check out the For Sale/Wanted page on the BCCC website



Just click on this link on the website



1998 Morgan Plus 8 in pristine condition, with 31k miles



2002 Jaguar XK8

- 1972 TR6
- 1976 MG Midget
- 1997 Aston Martin DB7 Volante inline supercharger
- 1960 MGA 1600 price drop!
- Auto Haus-Jackson Towing Frame

Wanted: Left front fender for an MGB

Parts Wanted

For 1969 Jaguar E-Type SII Coupe
BD20767 & BD20766 NDV hinge pillars
(Mine have rebrazed mounting plates that continue to crack) BD38326 rear hatch release latch cover & finisher chrome trims (I have the hinge covers). C28516 interior rear view mirror & mounting stem. BD19562 & BD19561 Windshield chrome trim "doglegs". I have a lot of E-Type parts to sell, trade, or give away.

Contact Bill Unger:

Wm.c.unger@gmail.com

(843)527-7840



Please let Dave Rosato know if your items have been sold.

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Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11 BCCC Monthly Meeting
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



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