



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

Volume 42, Number 3

MARCH 2025

2024 BRITISH CAR DAY FIRST IN CLASS 1953 JAGUAR XK120-C

PAGE 15



Marshall Walker's
FIA Specification Tool Room Copy
1953 Jaguar XK120 C-type

INSIDE THIS ISSUE

6

BCCC'S FEBRUARY MEETING and Annual Oyster Roast, held at Wannamaker Park in North Charleston.

8

FEBRUARY WEEKEND CAR EVENTS Sea Islands Cars & Coffee, *plus* Ale & Octane at New Realm Brewery on Daniel Island.

15

COVER CAR STORY Marshall Walker's FIA Spec Tool Room Copy 1953 Jaguar XK120 C-type is featured.

21

TECH SESSION Al Morgan's 1978 Midget Part VII - time to go home... and **Random Tech Tips** - with thanks to Dave, Tom, and Wayne Carver.

PREZ SEZ

by Dave Rosato

A great venue was selected by **Mike Caristi** and **Gene Carter** for our **Annual Oyster Roast** on **February 8th**. There was a good turnout and the food was fabulous. More on the oyster roast later in the *Windscreen*.

This month we will be having our **Monthly Meeting** at **Smoky Yolk** in **James Island**. If you plan to go, and you haven't already, please let me know if you plan to attend. No need to pick your meal ahead of time as we will be selecting from the standard menu. When you get there, go in immediately and place your order.

Mike and **Gene** are working on plans to participate in the **Charleston St. Patrick's Day Parade** on **Monday, March 17, 2025**, so keep the date open.

Before delivering **Pat Waters' Bugeye Sprite**, we needed to do some more brake bleeding. When it was all set, we noticed that the tachometer died – the cable broke. **Tom Meservey** got all bundled up for the drive to **Pat's** in the **Bugeye**. In adjusting the rear view mirror, it broke too. **Tom** got it to **Pat's** and he was grateful to see it back. After ordering a new tach cable and mirror, **Frank Neill and I** went over to **Pat's** and installed them. If you are going to the **Fly-In** at the **Mt. Pleasant Regional Airport** on **March 2nd**, **Pat** is planning to drive the **Bugeye Sprite** there.

Rich Feit has a **TR3A** that doesn't get driven very much. When he does drive it, it isn't beyond a few miles of his house. He doesn't have a lot of confidence in the car. So **Frank Neill and I** went to take a look at it. It needed a new battery, so we replaced

that. When we took it for a drive, the steering was hard, and when coming to a stop, the car slowed too quickly without using the brakes. In checking the front rotors and rear drums, the rear drivers side drum was extremely hot. When we removed the drum and pressed the brakes slowly, the cylinder jumped out rather than moving smoothly. It was very difficult to push the piston back in. The cylinder appeared to be rather new. But as you saw in last months *Windscreen*, new brake cylinders are crap and need to be reworked before installing. New rear brake cylinders were ordered. Also, the lights flickered when they were turned on, or when the switch was wiggled. We ordered a new light switch. We're hoping the hard steering was due to the very low tire pressure. We'll bring a pump when we return to replace the brake cylinders and light switch.

Frank Neill and I also visited **Tina's '56 Tbird**. The front left tire had a slow leak at the stem. When we got there, the tire was completely flat. The new battery was dead as well. We brought it back to **O'Reil-**

WELCOME
NEW BCCC MEMBERS

Robert and Gail Clark
1962 Austin Cooper, 1964 Austin Cooper S,
and a 1966 Austin Countryman

Les Stringer
1976 Morris Minor

*We Look Forward to Many Happy
Miles Together!*

MARCH CLUB MEMBER BIRTHDAYS

Nancy Carnell	5	Jackie Lane	13	Conrad Wells	27
Frank Newham	7	Donald Ricker	14	Diane Zender	27
Pam Middleton	7	Ray Melo	16	John Stick	28
Jeffrey Cole	8	Kristen Sellman	16	Marilyn Murphy	28
Tom Sellman	9	Greg Zerkel	17	Brian Csora	29
Dave Block	11	Michael Grimm	18	Bruce Stemerman	29
Diane Lambert	12	Martha Harken	21		

PREZ SEZ

(continued)

ly's. They tested it and replaced it for free. With the new battery, the car was still difficult to start. With some starter fluid, we got it running. But it would die below 2000rpm. The longer we kept it running, the better it got though. Eventually, it would idle, though rather roughly. **Frank and I** took it for a drive. It drove OK, but we noticed something very strange. The car, sitting at the top of the driveway, was idling at about 7-800 rpm. When put in reverse to back out to the street, when the car was on the slope, the idle went up to 2000 rpm. At first we thought it was the power brakes vacuum line. But the car doesn't have power brakes. Then we noticed that it was just due to the slope. When the car leveled on the street, the idle went back to 7-800. Anyone have any suggestions? The spare tire in the Continental Kit had a Coker tire so we pumped it up and put it on the car. The flat tire stem was replaced at a small tire place in **Hollywood**.

Plans for **British Car Day** on **October 18th** have been moving along. The food trucks **Area 51** and **Delights, Dessert & Coffee** are booked once again. We plan to have one more food truck. The popu-

lar **British Tea** will be on **Friday** at the pavilion on **McLeod Plantation**. **Millie Horton, Irene Breland** and **John Scott** are working on wooing **Rolls-Royce** and **Bentleys owners** to show their cars. We are working on plans for a evening reception and possibly a tour of **McLeod Plantation**. **Registration will open later this month or in April.** 🇬🇧

I received the following email in response to **Frank Neill** contacting **CCPRC** to let them know that the bumps exiting the park were causing some of the British cars to bottom out:

A few months ago, we removed the tree root that was serving as a speed bump when exiting the park. The asphalt road has been patched and should provide for a smooth exit. We hope rest of the club enjoys learning about the improvement. We look forward to hosting your event again in October. Please don't hesitate to reach out if we can help in the meantime.

Thanks,
Kevin Gillum
Park Manager
Palmetto Islands County Park

Safety Fast,
Dave

BCCC MONTHLY MEETING AT SMOKY YOLK CAFE - 3/8

WE WILL BE
ORDERING
FROM THE MENU!



1234 CAMP ROAD

9:30 - 11:00 AM

WE HAVE
LOTS TO
TALK ABOUT!



VP'S CORNER

by Richard Fritz

My Chilean Trip 2025

Last month **Linda and I** traveled to **Chile** with our 14 year old granddaughter from **Costa Rica**. We were going to visit my oldest son and his family who live about 6 hours southwest of **Santiago** in a small village called **Pullay**. We hadn't seen them since the COVID-19 days, so this trip was particularly exciting for us. So off we went with our luggage and a suitcase full of presents and **Amazon items** for our **South American family**.

Travel time, door-to-door, was 30 hours, which included 3 flights, and a 2-hour car ride. The first leg from **Charleston** to **Houston** was simple and painless. In **Houston**, we walked from the last gate in the terminal to the train, traveled 3 stops, and got off at the International Terminal, and then walked to the last gate on the concourse for our flight to **Chile**. My leg gave out along the way, so I hitched a ride in a service chair.

We met my youngest son from **Costa Rica**, and my 14-year old granddaughter, at the Security check-in since they had just arrived from **Costa Rica**. We had a mini-reunion but promptly headed through Security again for our departure to **Santiago, Chile**.

The overnight flight to **Santiago** was as comfortable as you could imagine in coach seats and 2 of 6 operating toilets. The food was hard to identify, and sleeping wasn't an option. We arrived in **Santiago** around 6:00 AM, cleared customs, and headed to our next flight to **Concepcion** at 11:00. The walk to the gate was clear across the International Terminal, outside the building, across a vast courtyard to the Domestic Terminal on the other side of the Airport, pushing a luggage cart all the way; it was the only thing keeping me upright. We arrived there with an hour to spare.

Thankfully, the flight to **Concepcion** was only an hour. We were booked on **Chilean SkyAir**, a regional carrier that flies several trips a day between the two cities. The airplane was packed, and the allotted seat spacing gave me a better appreciation for U.S. coach seating. I popped a pain pill before boarding, so my



leg pain eased up considerably for the rest of the trip. In **Concepcion**, we met my son for the 2-hour drive north to his home in **Pullay**.

My plan was to seek out **British car owners** in the cities between **Concepcion** and **Pullay**. Prior to the trip, I asked my son to contact the **Club de Automóviles Antiguos de Concepción**, a multi-national marque club, mostly American, to get a few names of British car owners along the coast. Unfortunately, they didn't get back to my son until I returned



VP'S CORNER

(continued)

home, but I did learn that the **Concepcion Antique Auto Club** has two members with **British cars**. One was a **1962 Ford Consul 315**. As I traveled around with my son, I kept looking for anything **British**. On our return trip to **Concepcion** for the trip back to **Santiago** we pulled up behind an **MG**. It was some sort of **MG hatch-back** that I've not seen before. So much for finding a **British car connection in Chile**, but I did spot a common mode of transportation



occasionally seen traveling along the coastal roads. The goat was tagging along for the company.

Our return trip home was no different than the trip out; however, we knew what to expect, so the flights back didn't seem so long. The food was just as bad though. The good news was we broke our previous travel time record by getting home in only 28 hours.

Although my plan to meet some **British car** peo-

ple in **Chile** didn't work out, we had a terrific time with our son and his family. The food was amazing. The scenery was unspoiled, except where the land was being developed, and the people were friendly and unassuming. Life is simple, but their love of life is obvious. 🇬🇧

Richard Fritz



RENEW YOUR BCCC MEMBERSHIP TODAY!

at www.britishcarclubcharleston.com/Membership_Renewal.php

February BCCC Meeting

by Millie Bull Horton

Luck gave us blue skies and 70+ degrees for our **Annual Oyster Roast**, held at **Wannamaker Park** in **North Charleston**. Quite different from last year's that was rained out. About **60 members** attended, enjoying either oysters or a Lowcountry seafood boil provided by **Mt. Pleasant Seafood** on **Shem Creek**. The casual setting of picnic tables in the **Magnolia Shelter** afforded lots of interaction among members. Many kindly remembered to wear their name

tag or accepted a stick-on label to facilitate ease of communication and familiarization with others. Our valiant event planners, **Mike** and **Kim Caristi** and **Gene** and **Delores Carter**, were the force behind making this enjoyable event happen. And the Club generously provided all the food via favorable proceeds from **BCD 2024!**

Club President **Dave Rosato** reported that the most recent **tech session** at his garage on **January 29** accomplished work on **7 cars** with **22 people** helping and supervising. As a bystander there, I can attest to the camaraderie and tasty pizza.

Upcoming events include the following:



February BCCC Meeting

(continued)

March 2 – Mt. Pleasant Fly-in at Mt. Pleasant Airport; starts at 8:30 with breakfast. Let **Gene or Mike** know by **Feb. 21** if you plan to attend (headcount for breakfast needed – small cost). A fun time with planes coming in (if weather is favorable) and people. Usually the **Model A Club** comes as well.

March 8 – Next meeting at Smoky Yolk on James Island (*not Smoky Oak*). Stay tuned as this venue is weather-dependent.

April 5 – Carolina British Classics XVII Car Show, British Car Club Midlands Centre, Historic Cayce Speedway. We usually have a good showing there. Let **Dave** know if you wish to caravan. Be advised: this is the same day as the **Cooper River Bridge Run**, so plan accordingly in trying to get out of town.

April 24 to 27 – 59th Gathering of the Faithful, MG Meet; Best Western Gateway Grand, Gainesville, FL

April 27 to May 2 – St. Augustine BCCC drive; 15 cars, 29 people

May 11 – Animal Arts and Automobiles, Hallie Hill Sanctuary fundraiser (Mother's Day) held at **Charles Towne Landing**

May 17 – Annual Picnic at Hallie Hill Animal Sanctuary, tour the new bldg and see the cattery being built, plus its new medical area.

Check the BCCC website frequently to see events listed in the right sidebar on the homepage.

Dave reminded folks that **Oct. 18 is the 40th Annual British Car Day.** The **Spotlight Group** this year is **Rolls-Royce and Bentley** cars with a team of **Millie Horton, Irene Breland, and John Scott** gathering cars to illustrate a timeline of production. **Palmetto Islands Co. Park** has been reserved for the show. The shelter at **McLeod Plantation** (James Island) has been reserved for **Friday, Oct. 17.** It was also noted that 2025 is the **70th anniversary of the MGA.**

Another food truck (featuring lowcountry food) was suggested for the show: **Mazyck's Food Truck.**

Dave closed the meeting with a show-and-tell of **BCCC regalia** and tossed a few freebies into the crowd. 🇬🇧

Millie Bull Horton, BCCC Secretary



Sea Islands Cars & Coffee

Saturday, February 15th



Scott and Natalie Bluestein's Aston Martin Lagonda



Bluestein's Aston Martin engine bay



Ed Harley's E-Type



Millie and her MGA with Ed Harley



Irene with her Morgan



Ron DeRosa's Aston

Ale & Octane

Sunday, February 23rd

The weather was fantastic for the February **Ale & Octane** at **New Realm Brewery** on **Daniel Island**. If we were in one place at one time, we could have had a small club meeting. **Frank Neil, Howard Cohen, Brent Varitz, Mark Durishan** and I were wandering around and who knows who I missed. 🇬🇧 **Frank Wissman**



Howard Cohen's TVR



Brent Varitz's JPS Esprit



Potential member Dean Richard's Austin Mini delivery van



2024 BCCC CLUB FINANCIAL SUMMARY

Ken Smith, Treasurer

Opening Balance	\$ 12,094.22	\$ 13,086.35	\$ 13,216.91	\$ 16,572.22	
Income	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD
	\$ 2,922.98	\$ 3,174.16	\$ 6,143.44	\$ 13,469.62	
Total	\$ 2,922.98	\$ 3,174.16	\$ 6,143.44	\$ 13,469.62	\$ 25,710.20
Expenses	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD
	\$ 1,930.85	\$ 3,043.60	\$ 2,788.13	\$ 14,528.65	
Total	\$ 1,930.85	\$ 3,043.60	\$ 2,788.13	\$ 14,528.65	\$ 22,291.23
Closing Balance	\$ 13,086.35	\$ 13,216.91	\$ 16,572.22	\$ 15,513.19	
Account Balances					
Checking	\$ 13,086.35	\$ 13,216.91	\$ 16,572.22	\$ 15,513.19	
Savings	\$ 220.35	\$ 220.44	\$ 220.53	\$ 220.62	
Credit Card Balance				- \$ 2553.28	
Usable Funds	\$ 13,306.70	\$ 13,437.35	\$ 16,792.75	\$ 13,180.53	as of Dec. 31, 2024

Comments: Thanks to a great membership year (238 members) and the best/successful BCD, the club was able to donate \$2000 to Halle Hille for computer equipment for their new facilities. In addition we were able to subsidize a club Holiday Party for the first time in the last couple of years. AND end the year in the same financial condition as we started.



Good weather is too late!

Don't wait to get your British Car ready for better weather. Call us today and get all those nagging maintenance issues taken care of.

Need Parts? Call us first!

We have a large selection of parts for your British Car on the shelf. What we don't have We can get fast!

Call Today!

(843) 552-6555

3170A Stanton Court, North Charleston, SC 29418

Just off Ashley Phosphate Road in the
Pepperdam Industrial Park

www.CharlestonImportAuto.com

OUR **SERVICE** PUTS US **A-PART** FROM THE REST.

At Little British, we know who we are and where our business comes from. As a growing company founded in the late 90's, we take pride in giving you high quality customer service. We will have the parts you need, the convenience you want, and at a lower price than you thought you would pay.

By being an online based company, we are able to keep costs low and maintain a flawless ordering system that is quick and user friendly. We have the parts for most British marques and models as well as fun collectibles and other useful items for the British car enthusiast.

Log on to www.LBCarCo.com and see why we excel at what we do.

Authorized Distributor for



Pertronix Electric Ignitions and Coils
Vintage Ads • Don Hoods • Mota-Lita
Steering Wheels • Gunson Tools •
Moss Motors • Halogen Bulbs for
Most British and American Cars •
Plus many others!



Little British Car Company www.LBCarCo.com

Jeff Zorn • 29311 Aranel Farmington Hills, MI 48334
Phone: 248-489-0022 • Toll-free: 800-637-9640
Fax: 248-489-9655 • Email: LBCarCo@LBCarCo.com
Major credit cards accepted

BCCC ANNUAL PICNIC AT HALLIE HILL ANIMAL SANCTUARY

5604 NEW ROAD, HOLLYWOOD

SATURDAY, MAY 17TH
12 PM

CABIN HAS AC
AND REST ROOMS!

WE CAN'T
WAIT TO
MEET YOU!!

BRING A CHAIR FOR
YOUR DINING COMFORT

MEET IN THE RAVENEL FOOD LION
PARKING LOT AT 11:30 AM!

BRING A DESSERT OR SIDE DISH TO SHARE
SANDWICHES / DRINKS PROVIDED BY CLUB.

OUR 'RENTAL FEE' IS PAID THROUGH DONATIONS OF
DOG/CAT FOOD, TREATS, TOYS, LITTER, CLEANING SUPPLIES,
PAPER PRODUCTS, ETC, OR MONETARY DONATIONS!

RSVP TO LYNN: LROSATO525@COMCAST.NET BY TUES, 5/13

LOTS OF SHADE
AND PARKING!

HALLIE HILL ANIMAL SANCTUARY IS A 501C3 THAT PROVIDES A SAFE HAVEN FOR ANIMALS WITH NO OTHER HOME OR SHELTER. WE PREPARE ANIMALS FOR ADOPTION BY PROVIDING RESPITE, REHABILITATION AND SOCIALIZATION. FOR THOSE ANIMALS WHOSE CHANCES OF ADOPTION ARE REDUCED DUE TO AGE, MEDICAL OR EMOTIONAL ISSUES, HALLIE HILL PROVIDES A LOVING FOREVER HOME WITH THE PROPER SHELTER, NUTRITION AND MEDICAL CARE. WE CAN'T CHANGE AN ANIMAL'S PAST, BUT WE CAN REWRITE THEIR FUTURE.

HALLIE HILL HAS OVER 30 ACRES OF LAND WITH LARGE ENCLOSURES FOR DOGS TO LIVE AND PLAY. OUR FACILITY FEATURES A POND FOR SWIMMING, DOG HOUSES WITH STRAW AND HEAT LAMPS, BEDDING, AND INDIVIDUAL POOLS TO HELP KEEP ANIMALS COMFORTABLE.

TOURS OF THE NEW 'HUB'
AND THE SANCTUARY!

REGISTRATION

British Car Club Midlands Centre's Annual Carolina British Classics XVII Car Show



Saturday, April 5, 2025

At The Tartan Day South Festival

The Historic Columbia Speedway

2001 Charleston Highway, Cayce, SC 29033 (from I-26, take Exit 115)

RAIN OR SHINE



Host Hotel

Wingate by Wyndham/Lexington
108 Saluda Pointe Court
Lexington, SC 29072
803-999-5176

For details visit:

<https://www.bccmc.com/> <https://tartandaysouth.com/>

Tartan Day South Festivities

Registration/Parking:

Early Bird Welcome reception:

Pick up boxed lunch:

Voting:

Awards Presentation:

All Weekend

9:00 am - 11:00 am

9:00 am - 10:30 am

12:00 pm - 12:30 pm

11:00 am - 1:00 pm

2:15 pm

Driver: _____

Navigator/Guest(s): _____

Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Club Affiliation: _____

British Car(s) attending:

Year: _____ Make: _____ Model: _____ Class: _____

Year: _____ Make: _____ Model: _____ Class: _____

Please Note:

Everyone attending the show must be registered.

*This registration includes entrance into the **Tartan Day South** festivities (a \$15 per person value!)*

Early Registration: Car with 2 occupants: \$35

For each additional Car: \$10.

After March 22, 2025 and at Gate: \$45.

Registration without car: \$20 for first person + \$5 for each additional guest.
(Includes one hat)

Registration: \$ _____

Chick-fil-A Boxed Lunch with chips & cookie: \$15 # _____

Lunch: \$ _____

Lunch cutoff date: March 28, 2025. NO SALES DAY OF SHOW

Hat/s: \$ _____

1 Hat with 1st car registration, additional hats + \$15 # _____

TOTAL \$ _____

Please return this form with a check payable to BCCMC to:

Donna Stanfield

120 Whitwood Circle, Columbia, SC 29212 dcstanfield@bellsouth.net

NO REFUNDS AFTER MARCH 28, 2025

BCCMC 2025 Carolina British Classics XVII Car Show Classes

- 01 Austin Healey 100 Series
- 02 Austin Healey 3000 Side Curtains
- 03 Austin Healey 3000 Roll Up Windows
- 04 Sprite & Midget
- 06 Austin/Morris/Riley/MG Magnette
- 07 Jaguar XK-120/140/150 & Earlier
- 08 Jaguar E-Type Roadster/Coupe/2+2
- 09 Jaguar – All other
- 10 Lotus
- 12 MG Post Abingdon
- 13 MG TC & Pre-War Series
- 14 MG TD & TF
- 15 MGA
- 16 MGB Chrome Bumper
- 17 MGB Rubber Bumper
- 18 MGB GT
- 19 MGC & MGC GT
- 20 Classic Mini
- 21 New BMW Mini
- 22 Rolls Royce & Bentley
- 23 Rover
- 24 Sunbeam Alpine Modified
- 25 Sunbeam Alpine
- 26 Sunbeam Tiger
- 27 Rare Rootes
- 28 Triumph TR 2 & 3
- 29 Triumph TR 4 & 6
- 30 Triumph TR 7 & 8
- 33 Triumph Other
- 34 Aston Martin
- 35 Other British Cars
- 36 British Motorcycles

Designated Charity 2025



Donate Today

BCD 40th Anniversary • October 18, 2025

– Spotlight Group Rolls-Royce/Bentley –

BCCC'S 40TH ANNIVERSARY

celebration, British Car Day 2025, will "spotlight" the Rolls-Royce and Bentley marques – ranging from Pre-War to Post War and modern examples. A committee of three BCCC members is working to identify Proper Motor Cars (PMC's) that demonstrate the timeline and is sending out invitations to some known examples. If you are interested in being a part of this Spotlight Group, registration for the October 18, 2025 show will open in the Spring 2025 on the BCCC website.

For more information contact Millie Horton at millie.horton2@gmail.com.



www.britishcarclubcharleston.com

BCCC IS INVITED TO THE FLY-IN

AT THE

MT. PLEASANT REGIONAL AIRPORT

SUNDAY, MARCH 2ND



THE BRITISH CAR CLUB OF CHARLESTON IS ONCE AGAIN INVITED TO DRIVE THEIR BRITISH CARS TO THE SOUTH CAROLINE BREAKFAST CLUB FLY-IN AT THE MT. PLEASANT REGIONAL AIRPORT CLUB. MEMBERS SHOULD ARRIVE BY 8:30 TO LINE UP CARS IN FRONT OF THE MAIN HANGAR. BREAKFAST IS SERVED AT 8:30AM IN THE HANGAR AND THE COST IS NOMINAL.

RSVP BY 2/23 IF YOU PLAN TO ATTEND

EMAIL: EVENTS@BRITISHCARCLUBCHARLESTON.COM

FOR MORE INFORMATION: WWW.BRITISHCARCLUBCHARLESTON.COM



COVER CAR STORY

1953 Jaguar
XK120-C

by Marshall Walker

FIA Specification
Tool Room Copy
Jaguar C-Type

The Jaguar XK120-C is a sports racing car built in the UK and sold by Jaguar from 1951 to 1953. The "C" stands for competition.

Unlike the standard XK120, the C featured a lightweight tubular semi monoque space frame developed by Jaguar Chief engineer William Heynes and an aerodynamic aluminum body developed by Malcolm Sayer. A total of 53 C-Types were built, with 43 going to private owners, mostly in the US.

My passion for British cars started when I was 16 and I bought a 1974 MG Midget and my best friend bought a 1275 Mini. Ridiculous amounts of fun were had. I sold that car in 2005 after owning it for 25 years and I still regret it and look for it on eBay often. I've owned dozens of British cars and motorcycles since, and was lucky enough to make my career as a mechanic spe-

cializing in Jaguar and Rolls/Bentley for 20 years. A wrist injury made me lay up my tools in 2005 and start a career in Real Estate. I still own a 1956 Scott Birmingham prototype motorcycle.

My first sighting of a C-Type in the wild was in 1991 during my first *La Carrera Panamericana* where I was lead mechanic for an XK120 and a MK1 Sedan. I believe we finished 2nd overall that year, but unfortunately the C-Types did not last long in the grueling event.

Fast forward to about 2019 when I was walking down Pelham Street in London on a beautiful spring evening when a gorgeous C-Type went by "on song". I started trolling for C-Types, and upon realizing



COVER CAR STORY**1953 Jaguar XK120-C**

Clive Sharp at Shapecraft in Northampton was contacted to see if he would build the body. Clive had built cars for Pink Floyd in the 90's, and all the aluminum Proteus and Suffolk bodies.

originals now ranged in price of between £5-15 million, I immediately turned to replicas. It readily became apparent that there were many different iterations of replicas, some great and some not so great. I communicated with several sellers and soon realized that I probably wanted an aluminum car. In 2020 I even bid on a Peter Jaye car at auction. When COVID hit prices went through the roof, so I put my search on hold but continued perusing some Facebook sites dedicated to C-Types. It was at this time I suffered a TBI riding a stupid electric scooter. Thankfully, I recovered (mostly, lol).

One of my friends, Tony Brown, who lives in France, posted about an FIA rolling chassis for sale in Sweden. I, of course, not realizing the magnitude of the project, expressed immediate interest. (See above TBI). I then contacted Clive Sharp at Shapecraft in Northampton to see if he would build me a body. Clive had built the cars for Pink Floyd in the 90's, and all the aluminum Proteus and Suffolk bodies. Clive had one question...Would it sit in a collection if he built a body? I laughed and said I have no collection. He quickly said "yes".

In March, 2021 I traveled to the



COVER CAR STORY**1953 Jaguar XK120-C**

Upon delivery in the UK at Clive's shop I was informed that the chassis measured up perfectly and that work had started on the body. A visit three weeks later and the body was well on its way to completion, but it was later determined that the steering rack, rear axle housing, engine and gearbox were not usable.

UK to make a round of visits to my friends at RS Panels and Shapecraft, and to meet the seller of the chassis, who had traveled from Sweden, at the 70th anniversary meet for C-Types at Croyden Auto Museum. There were many replica C-Types present from around the UK. The camaraderie was fabulous and solid friendships were made. I was now committed and secured the purchase of the chassis from Sweden.

Upon delivery in the UK at Clive's shop I was informed that the chassis measured up perfectly and work had started on the body. A visit three weeks later and the body was well on its way to completion. Clive pointed out some issues with the suspension that had been fitted which turned out to be of dubious quality. The originals were drop forged and the reproduction assemblies were cast iron and

considered less than adequate strength wise. Clive introduced me to a specialist (who is very private) who was able to supply beautiful billet suspension components and during conversations agreed to fit the components to the chassis in his workshop. The chassis and its beautiful bare aluminum body were then sent to his workshop two hours outside of London. It was soon determined that in addition to the suspension components that the steering rack, rear axle housing, engine and gearbox were not usable. *Buyer beware*, and I was soon down to a relatively bare chassis.

After some commiserating it was decided the specialist would take over completion of the project and it started moving relatively quickly. It helps that he had two other chassis in various states of build, includ-



COVER CAR STORY**1953 Jaguar XK120-C**

Clive hammered out some seats of a new design which are considered closer to original.

ing one of his own, and access to two original cars for details. We sourced a correct matching number block and head from a MK7 to rebuild, cut the tubes off the differential to start fresh, and ended up buying four used gearboxes to make one good, usable gearbox. Clive hammered out some seats of a new design which are considered closer to original, and the interior was specified and ordered from another specialist using correct black Armacord. Correct gauges, wiring harness, and steering wheel were also secured from JLR suppliers, who assisted Jaguar in

their continuation cars. With the car completed in record time, my friend added 250 test miles prior to dismantling, painting, and reassembling the car under deadline to exit the country to ensure I was refunded £20k in VAT expenses (we made it).

As there were only 53 cars built originally it can be pretty difficult to find components, or even agree what was originally fitted to a car handmade 70 years ago. Fortunately, the Jaguar C-Type, arguably the most important post war race car to come out of England, has been well documented over the



COVER CAR STORY**1953 Jaguar XK120-C**

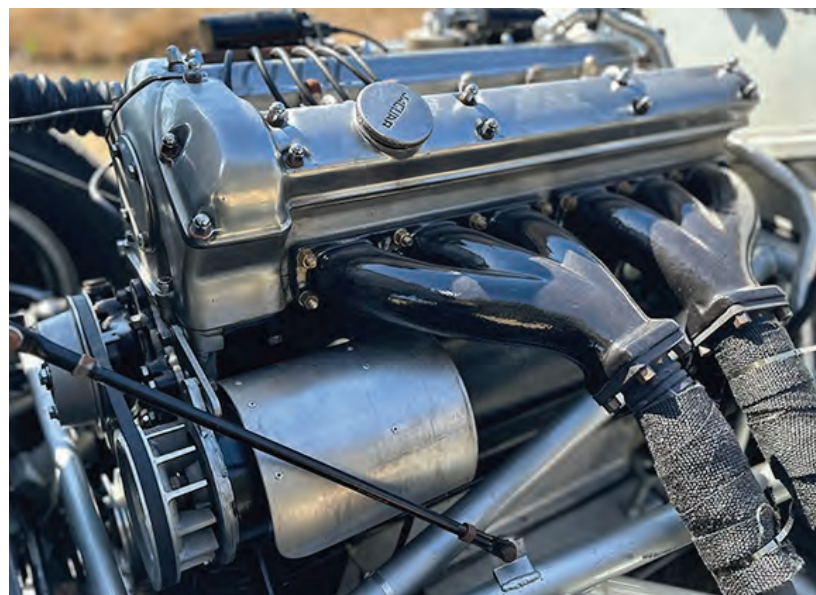
The Jaguar C-Type is arguably the most important post-war race car to come out of England, and has been well documented over the decades. It won LeMans outright on its first outing in 1951, after just six months of development.

decades. On its first outing in 1951 it won LeMans outright after just six months development. In 1953 it placed 1st, 2nd, and 4th respectively, as a beautiful nod to Queen Elizabeth's reign. In my opinion it is one of the most recognizably beautiful designs ever.

One of the last jobs to do on my car in the UK was to secure an FIA application and inspection, which it sailed through. The car is an FIA Tool Room Copy Jaguar C-Type, built as a production version, which is what Jaguar would have sold to privateers.

In December 2023, just in time

for my 60th, I took delivery of the car in Charleston. The entire project (except for the disappointment of the rolling parts of the chassis provided) had been an incredibly smooth process. The car has exceeded my expectation and is a joy to drive. The Moss gearbox definitely earns its name as a crash-box, and takes some finesse. The performance is blistering on a standard C spec 3.4L motor running 2-inch sandcast SU and C cams. The engine dyno results were 209 bhp, and the car comes in at just at 2000 lbs. It's a remarkably small snug car, but once in it's a very singular expe-



COVER CAR STORY**1953 Jaguar XK120-C**

The chassis and suspension give a very compliant ride, and the steering rack gives very precise input. The performance between 60 – 90 mph is exhilarating.

rience. The chassis and suspension give a very compliant ride, and the steering rack gives very precise input. The performance between 60-90 mph is exhilarating.

Since arriving I have done little to the car except maintenance. I have an aluminum radiator built to 1953 LWC spec (powder coated to look original), to install for this summer's heat, and a few other jobs to tinker with. The goal now is to use it as much as possible and let people see a car that they might not ever get to see in the flesh.

The relationships developed during this project are cherished, with enthusiasts and professionals alike.

The most amazing thing is the assistance that owners of original cars are willing to give someone who owns "just a recreation". These relationships have proven that behind every vehicle is a true enthusiast who wants to see the C-Type history perpetuated and enjoyed by many.

If you're interested in building your own C, D or XKSS, please feel free to reach out. We currently have a correct C-Type rolling chassis available in the UK – which can be built to FIA spec or used as a simple chassis to build to your spec. 🇬🇧

Marshall Walker



LBC Tech

Al Morgan's 1978 Midget Part VII

The last few sessions of the month were a variety of **Al, Gene, Andy, Howard Cohen, and me.**

We wrapped up installing the fuel line with a new filter, finished up the brakes and adjusted the emergency brake; bled the clutch and brakes; using the freshly charged battery, we spun the motor without sparkplugs until we got oil pressure:

We performed the initial distributor check, added gas, cleaned the gas lines by using suction at the fuel pump inlet (boy, a lot of swamp water came out before clean gas)! Next we adjusted the cam timing and heard the engine fire for the first time. All heater/cooling hoses are installed, the alternator is installed, and although we can't find the plug for air-injection in the exhaust, somehow **Andy** found out that the oil drain plug on a **Ford 1930 Model A** has the same obscure threads – $\frac{3}{4}$ "-24,



so that's solved. Now it's time to bring the **Midget** home to **Al**. We can't thank **Andy Beall** enough for letting us work on the **Midget** at his shop, his hospitality has been wonderful. Thanks again, **Andy!** 🇬🇧

Frank Wissman

LBC Tech Tip

Random Tips

When rebuilding drum brakes, getting the springs in place might be the most difficult chore. First of all, always have the brake adjuster set to minimum to get the shoes as close together as you can. For installing the springs, a good method is to have both shoes off the car, insert the spring ends in the correct holes in the plate of the shoe, and strong-arm the shoes in place onto the backing plate &

cylinders. Anyone who has spent time stretching the springs and trying to get the 4th spring end in place should give this a try.

Sprites and **Midgets** have done a good job of hiding the top mounting bolt of the clutch slave cylinder. Taking the top bolt out is a pain, sometimes you have to push the engine/transmission to the driver's side – not fun. Slotting the top hole of the cylinder allows the bolt to stay in place and the cylinder to drop down. 🇬🇧

Thanks to Dave Rosato, Tom Meservey, and Wayne Carver



BRITISH CAR CLUB OF CHARLESTON REGALIA



BCCC Regalia Price List

CASH / CREDIT CARDS
ACCEPTED



Make your
regalia choices
and email
Lynn Rosato:

Lrosato525@comcast.net



2024 BCD T-SHIRTS
Limited sizes
available - \$18 / \$21
Email Lynn
for more info.

BCCC at Lands End

Shirts, coats, vests, sweaters, totes and more! Check it out!

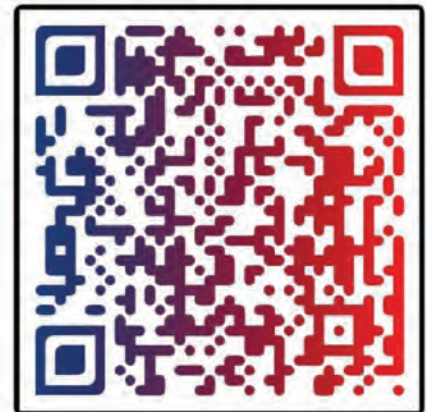


BCCC Regalia Directly from Lands End

You can now order regalia with the BCCC logo on it
directly from Lands End! Here is the link to our store:

<https://business.landsend.com/store/bccc/>

They offer a huge variety of items
including men's and women's clothing,
hats and promotions products
like cups, bags and coolers.



Point your camera at the QR Code to go directly
to Lands End to order your BCCC SWAG or
bookmark the page for later!!

FOR SALE

Visit www.britishcarclubcharleston.com/ForSaleWanted.html for more details.

The following three cars are cranked and driven at least 2x per month. All have been to shows at one time or another. I am offering to deliver up to 100 miles free but anything more would be \$1.00 a mile. If anyone is interested, all cars are at my location here in Bluffton with good titles. Contact me at 443-243-8321 or email Olszykjlw@comcast.net.



1946 MGTC - Average #2 car, light crème presently painted white, BRG interior, wire wheels, all side curtains. Right hand drive. Asking **\$19,000.00**



1951 MGTD - Nice #2 car. Ground up restoration completed 12 years ago. Light yellow color with BRG interior, wheels and grill. Steel wheels. Left hand drive. All side curtains never used. Asking **\$17,000.00**



1950 MGYA SEDAN - #3+ car. Black with dark BRG interior, wood dash. Right hand drive. Long time since jack stalls used. Sliding roof top does not fully close. Steel wheels. Asking **\$17,000.00**

FOR SALE

Visit www.britishcarclubcharleston.com/ForSaleWanted.html for more details.

1977 MG MGB MK IV 2DR Cobalt blue paint over tan interior with chrome bumpers. 8,560 miles. New Weber32/36 carburetor, renew exhaust system and vehicle inspection at Charleston Import Automotive. New top cover, tonneau bow bar, shift boot and MGB trunk mat. New Kinergy S Touring 185/70R 14 tires. Asking **\$12,500.00**. Contact John Stick at Stick@msu.edu



FOR SALE

Visit www.britishcarclubcharleston.com/ForSaleWanted.html for more details.

1979 MGB - This 1979 MGB has been in the family since it was produced. The exterior has been totally restored by Star Automotive here in Charleston.



Paint and exterior - Completely restored by Star Automotive. Rusty rocker panels replaced with matching English steel and applying multiple coats of the original MGB orange.

Upholstery and interior - Tan interior with new wood laminate steering wheel

Mileage - 65,353 miles

Wheels and tires - New Goodyear Radial SP06 tires

Brakes - Relined brakes 900 miles ago by Charleston Import Automotive

Transmission - Original 4 speed manual transmission

Car is listed on Hagerty.com. Contact Ferol Vernon, ferolvernon@gmail.com Asking **\$14,000.00**

FOR SALE

Visit www.britishcarclubcharleston.com/ForSaleWanted.html for more details.



1975 MGB - Complete restoration done in 2000 by John Twist. New interior, engine rebuild, dual carb conversion. Current mileage approx. 120,000. Car is located in Hollywood, SC. Asking **\$3,000.00** OBO. Price includes about \$1,000.00 of new parts. Parts include new exterior sheet metal panels for all lower car sections, front fender and a new fuel pump. Pictures shown are several years old. Needs body work on all lower panels. New top installed approx five years ago. The stereo system cost new was about \$2,500.00. I have had the car since 1995. The car has been in Charleston for the last fifteen years. Will also consider trade. Call **Dennis Pieschke** at (313) 310-1802 for details.

MOSS MOTORS MGB COIL-OVER FRONT SUSPENSION KIT

Complete kit (used) that was installed on a **1965 MGB roadster**. The kit is complete, but would be very useful for parts, particularly the adjustable GAZ shocks that are fairly new. **\$350.00 for all** (replacement shocks would be more than that).

Contact Jeff Adams
jmadams74@aol.com



MARCH 2025

See the BCCC Events Calendar at <https://www.britishcarclubcharleston.com/Events.html> for up-to-date events.

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2 8:30am SC Breakfast Club Fly-In at the Mt. Pleasant Regional Airport	3	4	5	6	7	8 9:30am – 11am Monthly Meeting Smoky York, James Island
9	10	11	12	13	14	15 9am – 11am Sea Islands Cars and Coffee
16	17 8am – 12pm Charleston St. Patrick's Day Parade	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5 9am – 2pm Carolina British Classics XVII Cayce, SC

Have a suggestion for a place you'd like to visit?

Contact Mike Caristi at caristikm@bellsouth.net or Gene Carter at carter.genecarter@gmail.com

BCCC FOUNDED 1983

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

OFFICERS

Dave Rosato	President	Gene Carter	Events Coordinator
Richard Fritz	Vice President	Enrique Espinosa	Board Support Member
Ken Smith	Treasurer	Irene Breland	Board Support Member
Millie Horton	Secretary	TECHNICAL ADVISOR	
Frank Neill	Membership Coordinator	Darryl Beech	Mr. Wizard
Lynn Rosato	Regalia Sales	WEBMASTER	
Gary Brown	Windscreen Editor	Dave Rosato	
Michael Caristi	Events Coordinator		

PAST PRESIDENTS

Mike Carnell	1984	Alan Van doren	1989	Diane Lambert	2007-2008
Oscar Smalls	1985	Mike Grosso	1990-1995	Richie Hartley	2009-2015
Don Brown	1986	Jack Lambert	1996-2002	Wray Lemke	2016-2019
Tom McMurray	1987	Bobby Grooms	2003	Dave Rosato	2020-
Dick Deibel	1988	Richie Hartley	2004-2006		

IT'S EASY TO JOIN...

Go to britishcarclubcharleston.com and click on membership.

Or just fill in and sign this application and send along with **\$35.00 for new member, \$30 for renewal**, to:

Frank Neill (BCCC)

2997 Sweetleaf Lane, Johns Island, SC 29455

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

Name: _____ Street: _____ City: _____

State: _____ ZIP: _____ Phone: _____ Email: _____ Fax: _____

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

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

Membership name badge: \$13.00 each

Name on second badge: _____

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: _____

☐ Renewal ☐ New Member / Please provide a username and password for the Members Only section of the website.

Username: _____ Password: _____

☐ I give my permission to list my phone and email in the Membership Directory to be accessible to BCCC members only.

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

Spouse's Birthday: Name: _____ Month: _____ Day: _____