



## VP's Corner

Well,

I had planned on spending the morning preparing for a picnic, but instead I'm typing these words as the rain comes down, our trip to Hallie Hill fortuitously postponed. What to do - what to do... something British, in the rain, maybe watch a Royal/American wedding! Brew up a nice pot of Earl Grey, toast some crumpets, kick back and watch the spectacle. Break out real teacups instead of mugs and enjoy a nice 'cuppa' listening to the music as the rain comes down, watching events on a beautiful day in the London. Due to the time difference I almost missed the best part, but someone got me up in time to see the arrivals in the PMCs (Proper Motor Cars). This is a new term to me, as I have always been more in the LBC category, but the stately limousines (especially the Bride's) were quintessentially British in a way that few things are. Maybe we could arrange something similar to get the officers to the monthly meetings...

Speaking of which, one of the nice things about the club is getting to enjoy other marques and styles. When gathering, we are usually well represented in vintage roadsters with a few PMCs and modern equivalents. Our May meeting had a treat for me in a category I'd like to see more of, 'off-road'. The Defender with the inset grill and long troop carrying bed was a reminder of Empire. Produced for a global realm, they are ubiquitous in decades of adventure film and video. If I ever tire of the sports models, I'd love to have one. Unfortunately many were used hard & put up wet, so nice ones are harder to find, but here in South Carolina, while I breathe I hope!

Aaaand speaking of wet, April showers are apparently arriving in May this year, so my Memorial Day plans consisted of staying dry in front of a TV screen. Fate had other intentions. I've learned (usually the hard way) that many things can immobilize a vehicle, so I have spare tires, battery cables, spare spark plugs, and numerous tools (in Whitworth) - but not really prepared for an infestation. Strange squeals from the vehicle of Oriental Origin turn out to be a stray kitten. Lacking the nice roomy engine bay which I prefer to work in, this has a modern rabbit-warren of nooks and crannies unreachable without major component disassembly. Suffice to say, the continuous caterwauling in my kitchen indicates persistence and a left-handed miniature furry feline extractor (arm in a sweater) eventually resulted in a kitten-ectomy on the Honda. It's almost like something is telling me to drive a British car somewhere Saturday June 2<sup>nd</sup>...



April Safety...Fast!

Bob

# FOUNDED 1983

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

## OFFICERS

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## WEBMASTER

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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: \_\_\_\_\_



## Upcoming Events

See the BCCC website for details



Check out [autoclubcalendar.com](http://autoclubcalendar.com) for other local automotive events

Saturday June 2nd, **Picnic at Hallie Hill**, 10:30am, 5604 New Road, Hollywood  
Saturday June 9th, **Monthly Meeting**, 8-9:30am, Marina Variety Store Restaurant, 17 Lockwood Dr, Charleston



Some of the British cars at the Monthly Meeting last month



New BCCC member, Joe Boykin came to the Monthly Meeting in his 1984 Series III Land Rover. Joe is running for Charleston County Council in District 8. What a beautiful truck with such a rich history.



## BCCC members take a Viking River Cruise

BCCC members Wray and Susanne Lemke, Dennis Wunsch and Tina Lacey and Mert Fox took a trip to Europe that was organized by Little British Car Co. If you want to see more pictures go [here](#) then go to the Adventure XVII 2018 link at the top of the page. One notable place they went to was the [Louwman Museum](#) in Denmark. They have accumulated over 250 antique and classic cars. Below are just a few, pictures taken by Susanne.



BCCC members, Wray and Susanne Lemke, Dennis Wunsch and Tina Lacey and Mert Fox in Denmark.



Some of the early cars at the museum





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## BCCC Minutes — May 12, 2018 Monthly Meeting

by Peter Steele

Twenty-three of us turned out for the monthly meeting at the Variety Store on a beautiful Saturday morning.

Dave Rosato gave an update on preparations for this year's British Car Day. A visit to this year's venue, the Palmetto Islands County Park off Long Point Road in Mt Pleasant, provided a chance to meet several park personnel and check out the field and facilities. With covered picnic shelters, rest rooms, power, playgrounds, hiking trails, plenty of shaded areas, and a large open field, the site promises to provide a great setting for the show. One potential complication — the \$2.00 per person fee for entering the park grounds — was eased when the park representative said they could issue an unlimited number of vouchers that we could distribute to attendees in advance; then the voucher is presented at the gate, and the club will be invoiced for only those vouchers actually used.

Dave went on to say that he is working with Don Wathne, the winner of the raffle to determine whose car goes on this year's poster and tee shirt, to select one of Don's five current (or possibly the new one about to be added to his fleet!) Rolls Royce's and Bentleys for that honor.

Michael Rains reported on plans for the upcoming picnic at Hallie Hill Animal Sanctuary scheduled for Saturday May 19 (**rescheduled to June 2**). This location proved popular with last year's picnic attendees, with lots of dogs (and cats), an air-conditioned log cabin, and plenty of space. The club is providing sandwiches, drinks, and desserts, and **RSVPs are needed by Wednesday May 30** so that appropriate amounts of food can be ordered. All attendees are encouraged to bring a side dish and a chair. The club is making a monetary donation to the Sanctuary, but attendees are encouraged to bring an item such as canned dog food, scoopable kitty litter, cleaning supplies, and/or the always-appreciated cash. And because the Sanctuary strives to give each animal time with a friendly human each day, volunteers are always needed. Lynn Rosato volunteers there and in fact will be appearing on Lowcountry Live (WCIV, ABC broadcast channel 4) between 10 & 11 AM Wednesday May 16 with one of Hallie Hill's resident dogs.

Michael listed several other events in the planning/developing stage for the summer months, so keep an eye on the website. And Wray Lemke noted that Willie McRae, Director of Boone Hall Plantation, is eager for the club to hold an event at Boone Hall when the stars align

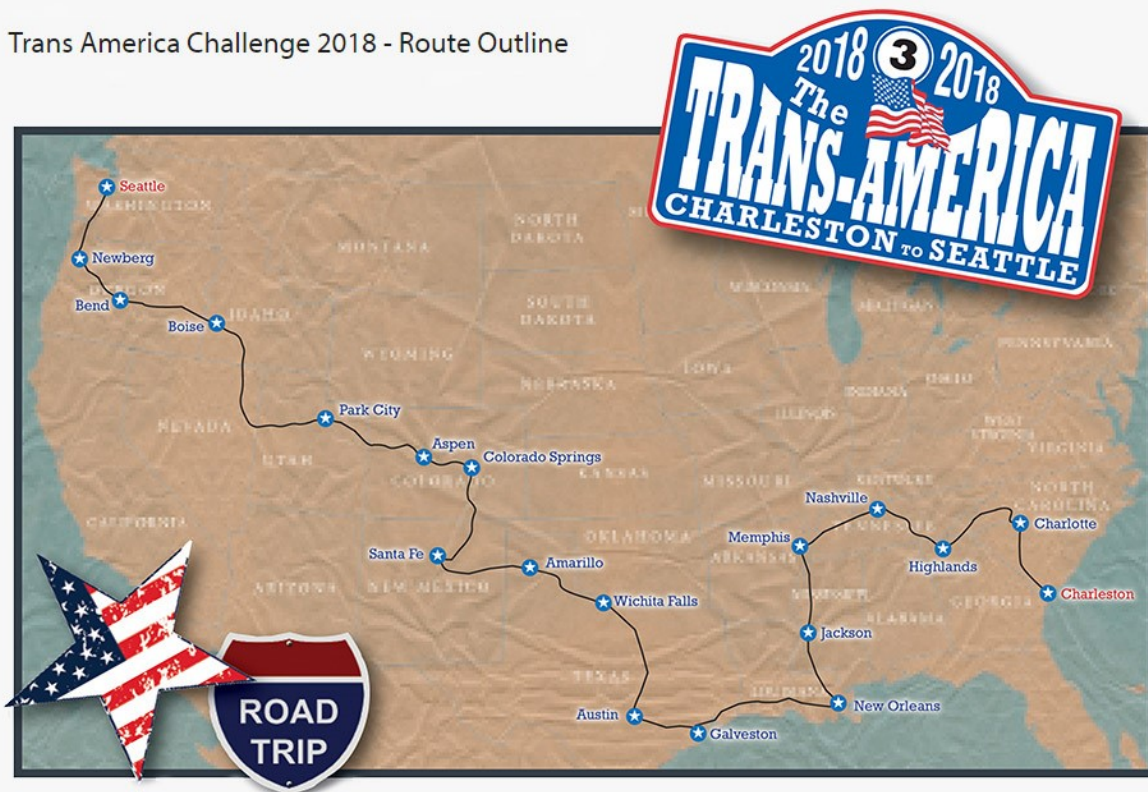
Irene Breland reported on the fabulous event that was this year's Cars on Kiawah, including the best collection of British cars that she has ever seen assembled. We were also educated that, while many of us drive LBCs (little British cars), other folks drive PMCs (proper motor cars, i.e. Rolls Royces, Bentleys, etc).

# The Trans America Challenge 2018

By Dave Rosato

The Trans America Challenge started this past Sunday in Charleston. It is a three week, 5,000 mile drive that ends in Seattle Washington. Here is a link to their website, <http://www.endurorally.com/pages/trans-america-2018>. If you would like to see a day-to-day summary, [go here](#).

Trans America Challenge 2018 - Route Outline





## The Trans America Challenge 2018



1927 - Bentley 4½ VDP Tourer



1965 - Austin Healey 3000 MkIII



1973 - Volvo P1800 ES



1933 - Alvis Firefly



1954 - Bristol 403



1965 - Jaguar E Type Roadster



# Cars On Kiawah Draws National Attention

By Bruce Stemerman

Reprinted from The Island Connection

Photos by Rivers Rudloff

Cars on Kiawah achieved a record number of cars and spectators. The show, which took place on April 21 at Kiawah's Ocean Park had over 270 cars on display and attracted 3,500 spectators, well in excess of the organizers' expectations. In its third year, Cars on Kiawah 2018 included a remarkable array of classic and collectible cars covering over 100 years of automotive evolution.



Nearly twenty local and regional car clubs participated in this year's show. American, British, German, French and Italian cars were displayed at the show.

The variety ranged from rat rods to rare concours level classics.

Cars on Kiawah's spotlight club for 2018 was the Lowcountry Model A Club. Twenty vintage and modern race cars were also featured. In addition, five very rare Rolls Royce Silver Ghosts from Don Wathne's collection were on display.



(L-r): Harvey Geiger, Master of Ceremonies, Bruce Stemerman, Co-Chair, Dennis Gage, host of "My Classic Car", John Wilson, Co-Chair, and Leah Burris, Director of Operations.

One other notable event was the Hagerty insurance company's Youth Judging Program. A dozen youngsters, aged 8 to 12 met with owners of six selected cars, rating each in five different categories. The intention of the program is to stir interest in classic cars in the next generation of enthusiasts.



Hagerty Youth Judging Program participants.

# Cars On Kiawah Draws National Attention

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Noted automotive historian and author, Harvey Geiger served as the Master of Ceremonies and Dennis Gage, host of the popular television show, "My Classic Car", filmed an episode to be aired in 2019.

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Ally Financial was the presenting sponsor of Cars on Kiawah. Ally provides auto financing to over 4 million customers through its relationship with 18,000 car dealers.

The organizers express their appreciation to the Town of Kiawah Island, Kiawah Partners, Kiawah Island Golf Resort and Kiawah Island Community Association. Without their support, Cars on Kiawah could not happen.

Anyone interested should check out the website, [carsonkiawah.com](http://carsonkiawah.com), to view pictures from the show. Planning for Cars on Kiawah 2019 is underway and updates will be posted over the next few months.



Andrea and Mitchell Morley with their 1931 Model A.



1953 Allard K-3.





## Pennies for Pooches

# Pennies for Pooches!

Everyone has a container of loose change that they don't know what to do with! Donate it to Hallie Hill Animal Sanctuary and do something WONDERFUL!

Count it up, take a selfie with your loot and email the pic to [newsletter@hallehill.com](mailto:newsletter@hallehill.com). Then bring your change to Hallie Hill the day of the BCCC picnic on 6/2! You will be a part of our new 'Pennies for Pooches' fundraising campaign on social media! Now THAT is wonderful!

Jars will be available for purchase for \$5 at Hallie Hill so that you can collect your change in style and then continue to support the important work done at Hallie Hill!





# Alsatian "Pizza" Flammkuchen

From Viking Cruises  
Courtesy of Mert Fox



## Ingredients:

- 9oz flour
- 1/2 oz yeast
- 4-1/3 fl oz ham
- 1 spring onion
- 1 large onion
- 5-1/2 oz sour cream
- 1 tablespoon flour
- 5-1/3 oz low fat quark
- Chives
- 1 leek
- 4 tablespoons oil
- Salt and pepper



## To Prepare:

- Combine flour, yeast, milk and salt to make a dough and leave for 30 minutes to rise.
- Preheat the oven to 450F. Meanwhile cut onions, spring onions, leek and chives. Add 1 tablespoon of flour, quark and oil and flavor with salt and pepper.
- Once ready, roll the dough on a table (very thin) and place on a tray covered with parchment paper. Put the quark mixture on the dough and bake it in the oven for 15-17 minutes. Makes three portions.



## 190sl Mercedes Restoration Status

By Dave Rosato

This is part three of the restoration of my 1958 190sl Mercedes. I left last time with the car stripped and on the new rotisserie. Shortly after, I had Charleston Surface Blasting come out and strip the paint off the car. There are several options in doing this. The most common is sand blasting. This method uses compressed air to blast dry sand or other media at the surface to abrade the material away. One must take caution as the process can heat the material and cause warping. Another option is media blasting with a water/media mixture. This is the method Doug Lee of Charleston Surface Blasting uses. Doug was recommended to me by Jim Harrell, a BCCC member. Recycled glass and water is put into a tank. Then an industrial diesel power compressor is used to blast the mixture at the surface. [Click here to watch a video of the process.](#)



Doug first stripped everything that was off the car, the doors, hood, trunk lid, rear axle, sub-frame... We then rolled the frame out of the garage. This is where the rotisserie was invaluable. It made getting to all the nooks and crannies so easy. It still took two days to blast the entire car.



When the frame was complete we rolled it back into the garage, closed the doors and cranked up the heat to help dry the car. The down side of this process is that the bare steel will get a surface coating of rust very quickly. Doug had an industrial solution that we wiped on the dried parts as soon as possible. There was a chemical reaction with the steel that stopped any rusting and made an excellent surface for priming. It turned the steel black.





## 190sl Mercedes Restoration Status

When I was working with Doug to schedule the blasting I found out that new BCCC member Don Longenecker was in the process of restoring a 1960 Bugeye Sprite. So with the help of Peter Steele and his trailer, we brought Dons Bugeye to my house.



New member Don overseeing Doug blasting the bonnet of the Bugeye.

As soon as Dons car was finished we turned the front of the garage into a spray area. With an etching primer, we primed Dons Bugeye. First we used up some etching primer I had leftover from the restoration of my MGA, the green. Then we used the new gray primer. Then, just to show Don a different type of primer, we primed the rear of the car with a sanding primer, the brown. The inside back of the Bugeye, shown below-right, was a real challenge to paint. We had to crawl inside with the spray gun. This area was left primer color at the factory. It came out nice though.



Peter Steele strapping Don's Bugeye to his trailer





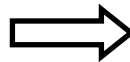
## 190sl Mercedes Restoration Status

With Dons car all set, I rolled the 190sl out of the garage and primed it. Again, the rotisserie was a life saver.

The blasting showed many more places that will need attention. Many were under thick bondo from previous badly done repairs and others hidden by thick undercoating. I decided to start in the area under the drivers seating area. I started by cutting out rusted steel going back to good solid steel. When I bought the car it came with new sheet metal for the entire underside of the car. So the next step was to cut those new parts down to fit in the areas needed. The new parts clamped in the pictures below were cut from a larger replacement parts.



In the area in front of the rear wheel, shown below, a very poor restoration job is shown. A bad patch was created and brazed in place then covered with over a half inch of bondo. On the right shows the new part clamped in place. It will be butt welded then the weld ground down minimizing the amount of filler needed.



Stay tuned for more!

[To see the entire process, go to my website](#)



## Thanks Frank Rupp for the 50 years of car magazines

### April 1957 Sports Car Illustrated

APRIL '57

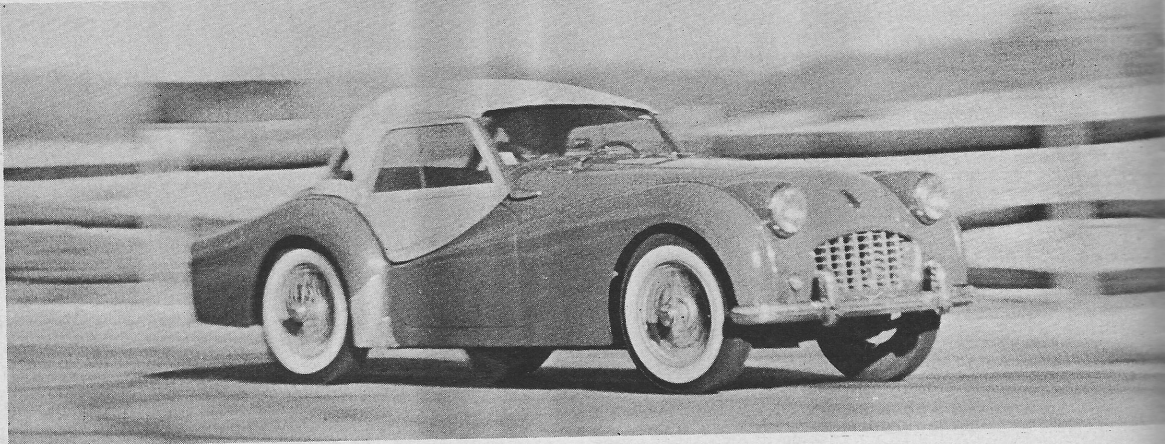
SPORTS CARS ILLUSTRATED

SCI

ROAD TEST:

# DISC BRAKED

Photos by Albert Prokop Karl Ludvigsen



*Moving at about 80 through a fast left bend, the Triumph exhibits a slight lean to the right and very good control. Top and curtains didn't drum or rattle excessively, only fault being a tendency to lift less than an inch above windows when at or near top speed.*

THE ruggedest single step in our road tests is the ten-stop braking trial. From a dead stop or nearly so, the machine is run up through the gears at 75-80 percent maximum effort. At a genuine sixty per, the clutch goes out and the brakes come on — hard, but not hard enough to break traction. The observer notes the maximum decelerometer reading, and as the car rolls to a rest, first gear is snicked in and away we go again. Ten times in a row — with a fast car taking about as long as it does to read about it.

This may seem unfair, since a car with less punch gets more time for the brakes to cool between applications. We think it's fairer than allowing a standard cooling time, since faster iron will in practice make greater demands on its brakes, which should be tested harder in proportion. This means more to you, who just might buy one of these.

Production Triumph TR3's now have a braking system that sets them wholly apart from all other sports cars in their class, in this important respect. Usually the braking test is a chore, but this time we were really curious. First run was smooth — heavy pedal pressure but maximum stopping without a waver. Second was the same, like most other good cars. At the third we laughed — deceleration went up a point! It stayed up on the fourth stop, and went up yet again on the fifth.

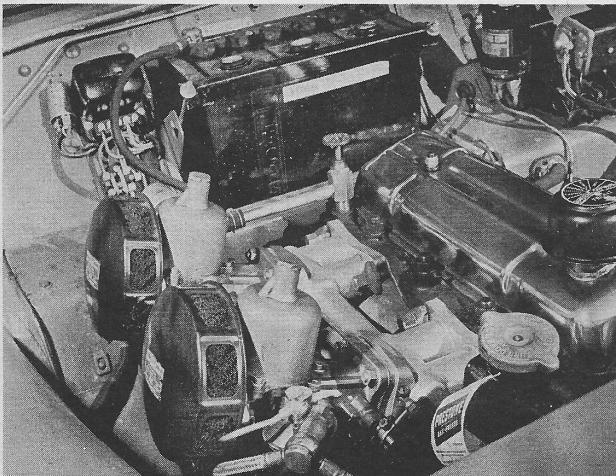
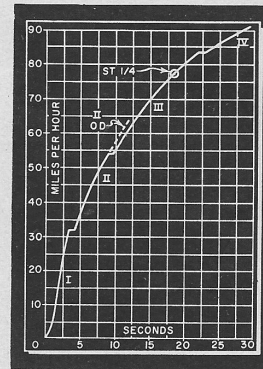
Still no swerve, still smooth, but the pedal was down a fraction. The sixth was lower, a driver factor, since the seventh was back up again. Each time we restarted now, in the frigid winter air, clouds of vapor billowed from the front wheel wells. They were hotter than any test brakes have ever been, but the ninth stop was as firm and fast as ever. Pedal feel was softening, and there were traces of swerve on the tenth halt, which was still among the best we've recorded. Discs were crackling hot, linings smelled to high heaven, but the darn TR3 stopped anyway.

Flashback — Le Mans, 1955: Ken Richardson wheeled a mixed lot of Triumphs up to the tech inspection before the 24-Hours. His own TR had Girling disc brakes at the front, and 11 by 2¼ inch Girling drums at the rear. The Dickson-Sanderson car had Dunlop discs all around, while Leslie Brooke herded a third car with standard Lockheed drums. Since they weren't after any out-and-out honors, this was extremely good experimental procedure, since Brooke's near-standard car acted as a control for evaluation of the two alternative braking systems.

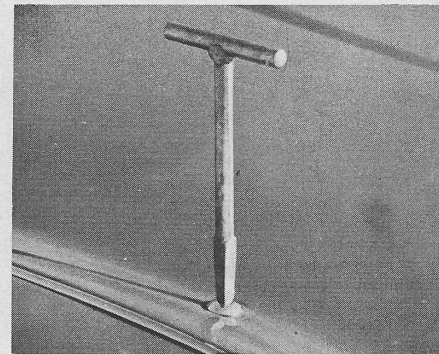
In the race, the Dunlop discs had a negligible margin over the 15th-place Girling disc-drums, both being miles ahead of the old rig. On performance there was little to choose, so the Girling combo was picked on the basis of cost. It was also easier to hook up a handbrake using the rear drums, which were cut back to 10 inch diameter.



# TR3



Modifications to intake ports don't show outside, big log-type manifold remaining the same. Battery is easy to reach, like junction boxes, water filler and heater valve.



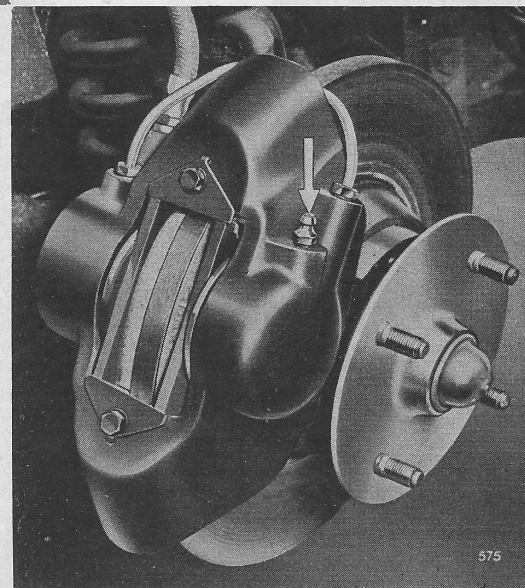
If you buy a TR3, you'll become very familiar with this tool. It's here caught in the act of unlatching one of the two hood Dzus fasteners. Not very handy, but positive.

As disc brake users are woefully discovering, good performance at Le Mans, where the brakes go on *hard* two or three times per lap, doesn't always mean impeccable braking on short courses. Discs do dissipate heat well, and have plenty of time to do so at the French course. They have little mass to store heat up, though, if two corners in quick succession keep them from cooling off. SCI's braking test is an extreme of this, and the refusal to fade that we encountered can be laid to the tough Ferodo DS1 linings, plus the fact that discs expand into and not away from the lining surfaces. Cooling had little to do with it.

Detractors of spot-type disc brakes have assured us that they'd get wet and dirty and cease to work at the slightest provocation. We wondered very much about this, and were overjoyed when we got snow, rain and slush for the test. Conclusion: The older two-leading-shoe drum setups were very tricky when wet; they'd either lock or not come on at all, or a combination of the two. With the discs, braking force remained perfectly proportional to pedal pressure.

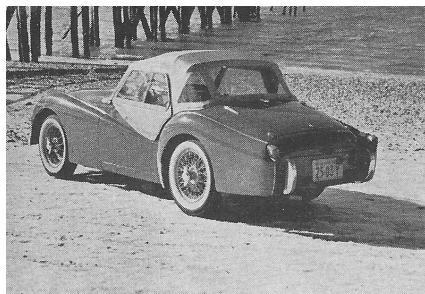
Weather just didn't enter into it. If the discs did get really drenched, the first tap on the pedal would wipe them clean. Much credit for this must go to the leading and trailing edges of the lining segments, which are cut along radii of the disc circle. So don't let that worry you!

Eleven inches in diameter, the cast iron discs have a braking path  $2\frac{1}{4}$  inches wide on each side. A husky casting

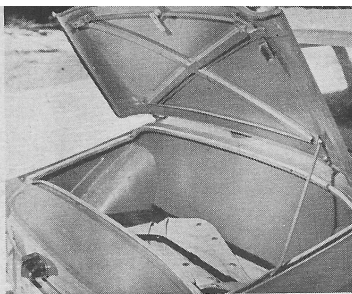


Arrow in this factory photo shows the single bleed fitting for twin spot cylinders. Removal of the two bolts and plates at the left allows linings to be pulled out by hand. Pads are at trailing side of disc.

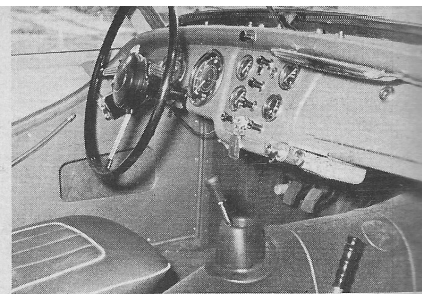




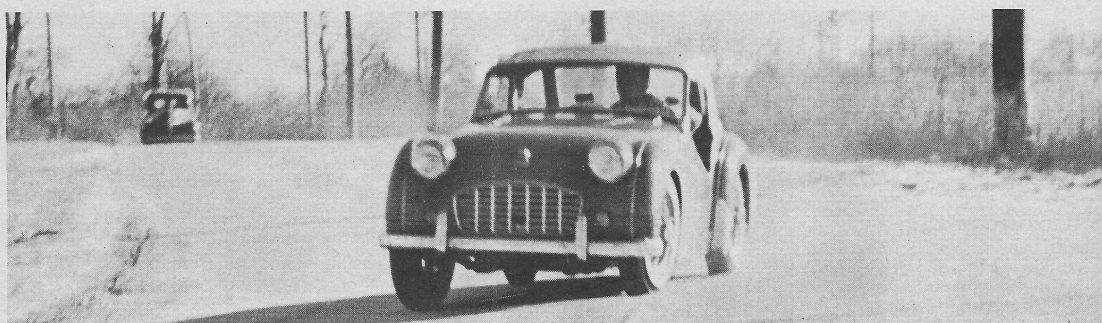
*Lines are clean, square from rear, and good vision can be appreciated. Spare and tools are behind plate between twin rear "bumpers." Fuel filler is central.*



*Trunk access depends on that key too, with a central lock for added safety. Compartment is roomy, carpeted, here holds crank and tonneau cover (extra).*



*Big grab handle is handy for getting in and out, but deadly from safety angle. Lighter and ashtray are afterthoughts, other controls being well placed.*



*Taking a set for a tight right-hander, the TR3 cocks over but keeps all wheels square on the concrete. It will slide controllably under these conditions, and is about to here. The Dodge van in the distance was a spectator — no legal motives!*

embraces each one, and carries two chrome-plated pistons which actuate two segmental lining pads. The steel plates that form the backing for these pads have small ears which are held in place by triangular retainers. Removal of two bolts allows the segments to be pulled, and they can be inspected for wear through the access space. After each application the piston seals withdraw the pads to give .003 inch clearance. Car price has been held to that of the previous model by this very simple design, and Girling makes only the modest claim that these are "four times as effective" as drum brakes of equivalent diameter.

Brake and clutch pedals are suspended type (the clutch being hydraulically controlled), being hung from two cylinders high on the firewall. In older versions these had two separate fluid reservoirs, but service has now been simplified by fitting one can to feed both cylinders. This was also required by the relocation of the windshield wiper motor, which is now on the left-hand side. It's single-speed, self-parking, and its new design has made it almost inaudible, which was a pleasant surprise.

All this attention to brakes must mean that the TR3 can go as well as stop. It was fast to start with, and each year has seen a little more under the hood. Again Le Mans has helped out, the 1955 cars having specially shaped and inclined intake ports to suit the bigger carbs better. This is now production specification, and it seems to have smoothed out bottom end performance a lot. In contrast with earlier TR3's, the '57 engine will lug cleanly from low speeds and can be driven away quickly after a cold start (not that this is a good idea in any car).

Though the throttle linkage isn't rock solid, the engine

itself is very responsive and has a wide range of power. There's a typical pushrod buzz, and some vibration periods, but exhaust is an unobtrusive hum. You won't antagonize the law with this Triumph. It has plenty of punch up to and including an easy 5500 revs, and never overheated or misbehaved.

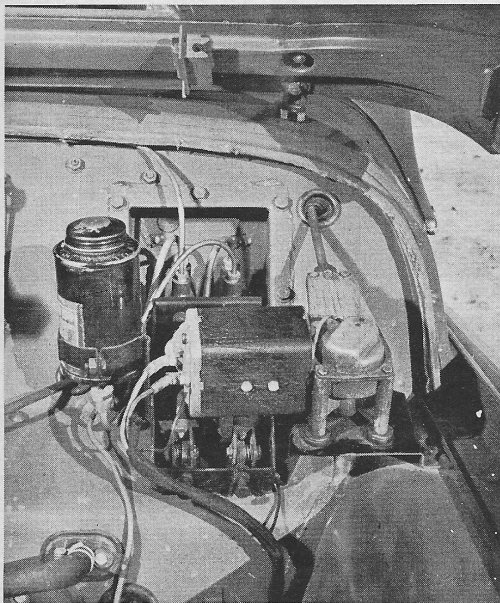
The clutch can handle this power under all but the most extreme usage. We got very slight slip near the end of the performance trials, which will be worth it to many to get such smoothness in town use. Pedal throw is long and vague, but engagement is consistent and chatter-free.

As always, the TR3 gearbox allows full use to be made of the engine's good power range. Shift pattern is very compact with effortlessly short throws, and a stiff, stubby gear lever does the job. It's placed right where you want it, working through a conventional pattern with the right-hand reverse reached by lifting the lever. With good, though beatable, synchromesh, moderate gear noise and a good selection of ratios, the insides of the box are well planned too.

This isn't all in this department, since the Laycock overdrive tosses in three more ratios (it doesn't work on low — that would be pretty useless, and would put too much torque through the overdrive). Still very handy on the left side of the dash, the OD switch now operates more logically, in our opinion: Up for OD, down for direct. Engagement of the extra ratios is instant, with no throttle interlinking. There were no slip problems. Technically, third OD is the only superfluous gear in the lot, and even it has its purposes when used in sequence with third direct. Second and second OD are a good pair for town use, giving



*All in a bunch on the left hand side are the clutch and brake cylinders and wiper motor. The latter is excellent, being potent and silent. New single fluid reservoir is clamped at left.*



you an available top of 65 mph. Overdrive top, of course is pure luxury, allowing you to cruise virtually flat out. As usual, since it's way overgeared, top speed in OD is slightly less than that, in direct. With the optional 4.1 to 1 rear-end gearing this could change for the better.

Like the gear controls, the rest of the knobs and levers are easy to get at and positive in action. Out of the driver's way on the other side of the tunnel, the lever-type hand brake is still easy to reach and very effective. Brake and clutch pedals are firm and distinct, though their leftward placing can cause confusion at the very first. The left foot rests naturally on the big dimmer switch. A minor point is that the early floor carpeting has been replaced by rubber mats, which are less likely to bunch up and snag the driver's heels.

Electrical controls are grouped handily at the center of the dash, sharing space with the four secondary instruments. These, like the big tach and speedometer, are well marked in white on black faces, and well lit (at one intensity) for night work. There's no separate interior light, but some scattered light under the dash will help out. The speed on our car was unusually accurate, and has an adjustable trip mile-counter.

Thanks to the use of side curtains, the TR3 has both a big, lockable glove compartment and handy map pockets in the doors. There's also a lot of space just behind the seats, where the optional kiddie-type bench can be installed. Here also the trim has been simplified. A smooth, board finish is used instead of carpeting as in the TR2, giving a much neater appearance. Interior trim in general is rugged and livable. (Continued on page 58)

#### TRIUMPH TR 3 (DISC BRAKED)

|                     |       |        |
|---------------------|-------|--------|
| <b>TOP SPEED:</b>   | 4th   | 4th OD |
| Two-way average     | 104.1 | 102.1  |
| Fastest one-way run | 105.9 | 104.7  |

#### ACCELERATION:

|                         |          |
|-------------------------|----------|
| From zero to            | Seconds  |
| 30 mph                  | 3.4      |
| 40 mph                  | 5.7      |
| 50 mph                  | 7.9      |
| 60 mph (1, 2, 3)        | 11.5     |
| 60 mph (1, 2, 2OD)      | 10.9     |
| 70 mph                  | 14.9     |
| 80 mph                  | 20.0     |
| 90 mph                  | 28.4     |
| Standing ¼ mile         | 18.0     |
| Speed at end of quarter | 76.5 mph |

#### SPEED RANGES IN GEARS:

|        |               |
|--------|---------------|
| I      | 0 to 32 mph   |
| II     | 4 to 54 mph   |
| II OD  | 8 to 65 mph   |
| III    | 10 to 83 mph  |
| III OD | 15 to 102 mph |
| IV     | 20 to top     |
| IV OD  | 24 to top     |

#### SPEEDOMETER CORRECTION:

|           |        |
|-----------|--------|
| Indicated | Actual |
| 30        | 32     |
| 40        | 41     |
| 50        | 50     |
| 60        | 59     |
| 70        | 69     |
| 80        | 79     |
| 90        | 89     |
| 100       | 100    |

#### FUEL CONSUMPTION:

|                                |          |
|--------------------------------|----------|
| Hard driving                   | 16.3 mpg |
| Average driving (under 60 mph) | 25.5 mpg |

#### BRAKING EFFICIENCY:

(10 successive emergency stops from 60 mph, just short of locking wheels)

|           |    |
|-----------|----|
| 1st stop  | 70 |
| 2nd stop  | 70 |
| 3rd stop  | 71 |
| 4th stop  | 71 |
| 5th stop  | 72 |
| 6th stop  | 69 |
| 7th stop  | 71 |
| 8th stop  | 71 |
| 9th stop  | 71 |
| 10th stop | 69 |

#### SPECIFICATIONS

##### POWER UNIT:

|                              |                               |
|------------------------------|-------------------------------|
| Type                         | Four cylinder, in-line        |
| Valve arrangement            | Overhead, in-line             |
| Bore & Stroke (Engl. & Met.) | 3.27 x 3.62 ins. (83 x 92 mm) |
| Stroke/Bore ratio            | 1.11/1                        |
| Displacement (Engl. & Met.)  | 121.5 cu. ins. (1991 cc)      |
| Compression ratio            | 8.5/1                         |
| Carburetion by               | 2 SU H.6 sidedraft            |
| Max. bhp @ rpm               | 100 @ 5000                    |
| Max. torque, lb.-ft., @ rpm  | 113 @ 3000                    |
| Idle speed                   | 850 rpm                       |

##### DRIVE TRAIN:

|                                    |                           |
|------------------------------------|---------------------------|
| Transmission ratios                |                           |
| Rev                                | 4.27                      |
| I                                  | 3.38                      |
| II                                 | 2.00                      |
| III                                | 1.32                      |
| IV                                 | 1.00                      |
| Final drive ratio (test car)       | 3.7 (with 0.82 overdrive) |
| Other available final drive ratios | 4.1                       |
| Axle torque taken by               | Rear leaf springs         |

##### CHASSIS:

|                              |  |
|------------------------------|--|
| Wheelbase                    | 88 ins.  |
| Front tread                  | 45 ins.  |
| Rear tread                   | 45.5 ins.  |
| Suspension, front            | Coil and unequal-length wishbone                       |
| Suspension, rear             | Solid axle, leaf springs, underslung frame             |
| Shock absorbers              | Telescopic front; piston-type rear                     |
| Steering type                | Cam and lever  |
| Steering wheel turns L to R  | 2  |
| Turning diameter             | 33 ft.   |
| Brake type                   | Girling hydraulic, 11 in. discs front                  |
| Brake lining area            | Rear: 87 sq. ins.<br>Front: (rubbed area) 248 sq. ins. |
| Wheel studs, circle diameter | Rudge splined hubs                                     |
| Tire size                    | 5.50 x 15  |

##### GENERAL:

|                                       |             |
|---------------------------------------|-------------|
| Length                                | 149 ins.    |
| Width                                 | 55½ ins.    |
| Height                                | 50 ins.     |
| Weight (test car)                     | 2200 lbs.   |
| Weight distribution, F/R              | 52.75/47.25 |
| Weight distribution, F/R, with driver | 50.6/49.4   |
| Fuel capacity, U.S. gallons           | 14.4        |

##### RATING FACTORS:

|                                      |                                      |
|--------------------------------------|--------------------------------------|
| Bhp per cu. in.                      | 0.823                                |
| Bhp per sq. in. piston area          | 2.99                                 |
| Torque per cu. in.                   | 0.976                                |
| Pounds per bhp (test car)            | 22.0                                 |
| Piston speed @ 60 mph                | 1800 fpm. (OD: 1470 fpm.)            |
| Piston speed @ max. bhp              | 3010 fpm.                            |
| Brake lining area per ton (test car) | Using front rubbed area—304 sq. ins. |



## Triumph R. T.

(Continued from page 19)

Top bows fold down neatly at the back of the cockpit, and the top itself comes off to be stowed in the trunk or garage. It's nicely made, and has a colossal rear window giving near-perfect vision, but the attachment to the windshield by ten snap fasteners is neither rapid nor waterproof. The side curtains are heavily made, though at the back between the door and the top they just can't seal a space about a foot long that inevitably bathes the driver's elbow in cold wind, rain, etc. Rubber weatherstripping on the curtain would be an easy, quick solution. As compensation the sliding side windows work well (when not frozen), and don't cause serious leaks.

The heater has a variable-speed fan and vents which can be closed to duct air to the very effective defrosters. For straight interior heating, though, on a cold day it can just about cope with the feet and lower legs. It's definitely no coupe, and the hardtop version offers very little improvement. For warmer weather there's a handy cowl vent.

Separate bucket seats are now placed at a comfortable angle, and have moderately curved backs which give fair lateral support to the occupants. As with most sports cars, getting in and out can be awkward with the top up, including the operation of reaching for the interior door latch cord. When you plop into the seat, though, you find more leg room than you can possibly use, plus plenty of head room. The one sore spot, just as bad now as ever, is the left elbow room with side curtain in place. With the car open the door cutaway gives you action space, but it lets in a lot of wind around the kidneys.

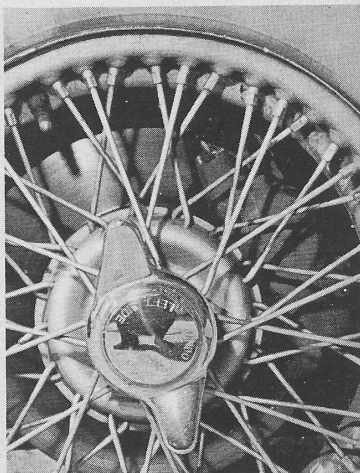
We liked the TR3 driving position very much, since the room inside and good seat angle are matched by a steering wheel of good size placed well away from the driver. This car had the non-adjustable column, which is actually better than the sliding version if you prefer this long-reach style of driving. Such isn't really required by the Triumph, which has steering fast enough to avoid extreme cross-hands maneuvers. In all respects the steering is par for a production sports car, having a slight amount of play, and good road feel with moderate kickback and self-return action.

Its slightly forward weight bias and inclined rear springs give the Triumph a moderate understeer characteristic. It thus tracks well on the straight — isn't tiring to hold — and has no vices at medium cornering speeds. When the show really gets rolling the tail end makes its presence felt, and the transition from tracking to sliding can be sudden and choppy. The margin of predictability is just wide enough to make the car enjoyable to the sports driving newcomer, though, who will be able to anticipate most of the car's motions.

Response to the wheel is quick, once the front tires take a bite. Triumph recommends tire pressures six pounds higher than standard for fast driving, and we adhered to these. Using standard Dunlops, the amount of tire noise on corners was negligible. Yes, it does lean, but not enough to affect control.

Cornering agility of the TR3 is partly a result of the short wheelbase, which also causes a bounding, pitching motion over some undulating road surfaces. The experimental boys in England have tried to mollify this by changing shocks and spring rates around, and the present combination is probably the best so far. With moderate tire pressures the TR3 gets over smaller road ripples very smoothly. It's a good compromise between ride and roadability.

Practicality runs rampant through this car, from the fully-detachable steel fenders to the wide-lidded roomy trunk and



Disc is exposed, spots at trailing edge.

compact spare and tool storage. Two people can travel long distances on this storage capacity, and the gas mileage with overdrive will please them along the way. One unfortunate (though undoubtedly cheap) feature if you're under the hood very often is the use of two Dzus fasteners with a special opening key to get at the works. An inside latch would be so much better for oil, battery and water checking.

Once under there the accessibility is great, all the components being well laid out. This is fine both for the back yard and the pit apron at Le Mans, and like many other features shows the value of the racing and rally background of the latest TR Triumph. It has lots of punch and brakes to absorb twice as much, plus a docile willingness to be tossed about as you wish on your favorite winding road. There's also just enough power on tap to give you an idea of what drifting is all about. Along with this there's interior and luggage room the equal of that of any other two-seater sports car — and all that for an extremely attractive price! Corners have to be cut here and there to do it, but you may feel that it's well worth it.

Karl Ludvigsen

APRIL '57

SPORTS CARS ILLUSTRATED

## MARION'S MEANDERINGS

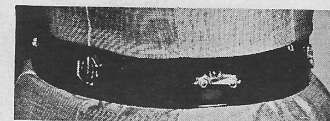
By Marion Weber



Hi, there! Well, spring has sprung, officially anyway, and this is the time of year a young man's fancy lightly turns to thoughts of his car... or at least it should. And under that topic we would like to call your attention to several inexpensive but worthwhile accessories which just seem to go with sports cars? First of all, a new product... one of the 'miracle' wet-strength papers which evolved from the Army's combat maps... called WASH-N-DRI. Just tuck a box of these moist towlettes, which are sealed in foil packages, in the cubby of your car and you can wash and dry your hands or face anywhere, anytime, with out soap and water. Refreshing, cooling and absolutely harmless and non-drying to the most delicate skin (that's for you, gals). WASH-N-DRI is not sissy stuff. I've seen race drivers in the pits using them on greasy hands. Shoot me a Dollar and I'll send you a generous Utility box of these indispensable gizmos (21 packets). If you are not overwhelmed by them, return the unused ones and I'll refund your loot. If you like 'em, you'll be happy to know that you can get a big box of 88 (a whole summer's supply, probably) for only \$3.95... at this same stand, here on the corner.



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The young man whose fancy lightly turns to taking care of his car so that it will take care of him at trade-in time is the one we want to reach now. Here it is, fellow, you, there with the smart look in your eye. The best way to preserve the vital portions of your car which catch the attention of friends and prospective buyers... the upholstery, paint, wood, chrome and trim... is to keep it covered with a Mitten... safe from the ravages of dirt and grime, wind and sun. Thousands of valuable automobiles are kept valuable with the following:



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|                 |      |
|-----------------|------|
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| Teri New        | 5th  |
| Yvonne Holbrook | 6th  |
| Steven Norrie   | 10th |
| Shelley Hoffman | 14th |
| Jerry Bohle     | 14th |
| Rhonda Oldland  | 16th |
| Patterson Smith | 18th |
| Rhonda Reeser   | 20th |
| Tracy Hutchins  | 21st |
| Lenny Goldman   | 22nd |
| Jo West         | 23rd |
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| Phillip Wrenn   | 30th |
| Debbie Smith    | 30th |



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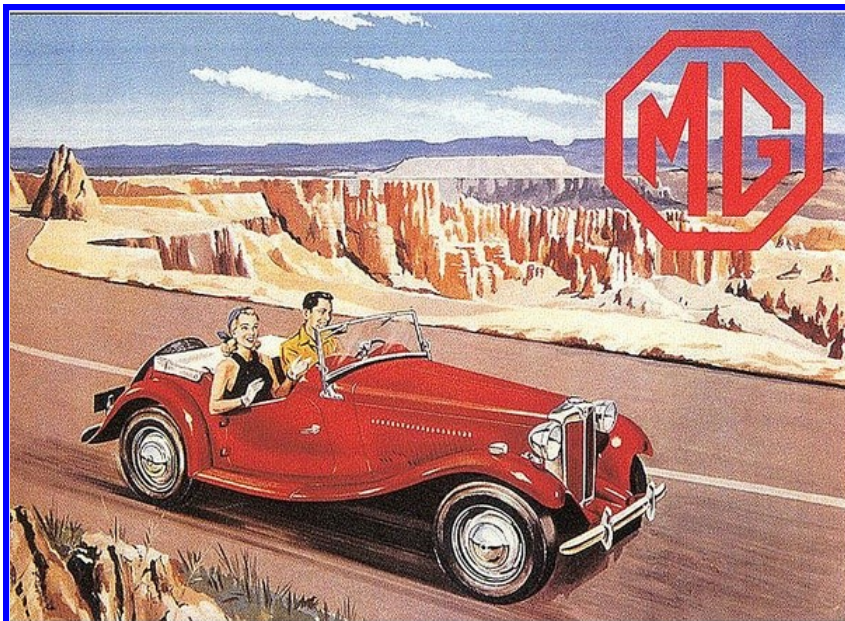


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# June 2018

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



Sometimes it's just easier to open the umbrella!