



The WINDSCREEN

Vol 35 No 3
March 2018

Prez Sez By Wray Lemke

We've started the spring season off a little early with a wonderful History Drive to St. James Church and then on to Hampton Plantation. Once again, our own Tom Horton gave a great talk on both venues, he is such a gifted speaker. But, the wonderful thing that

added to the talk was Tom's connectivity to the Hampton Plantation as a kid, and his dad's friendship with the plantation last owner, Archibald Rutledge. Tom's tales of visiting the plantation were really interesting, especially the tale of Tom sitting, unbeknownst to him, in the chair where Francis Marion sat and the tale of breaking the chair's arm when he narrowly escaped being captured by dastardly British Colonel Banastre Tarlton, and the tale of the buried treasure which turned out to be rice wine.

The British car count was grand 21 cars with a VW in the lineup. Michael laid out a nice drive up Hwy 41 to Halfway Creek Road for a lovely drive through the National Forest down to the Plantation. Afterwards the club drove over to TW Graham's restaurant in McClellanville for lunch. It was a really nice day, many thanks to Michael's hard work in organizing it and to Professor Tom for the really interesting talk.

It's time again to start thinking about our British Car Day show, these events take a lot of work and the earlier we start the better it turns out. Dave Rosato is organizing the show and do please get with him and help put the show together. Many hands make light work of a task so plan to help out.

We had a good tech session at the Coleman garage and watched Dave install a Per-tonix kit into the distributor on his MGA, with most of us watching. It went in pretty easily and once he and Tony got the timing sorted it was running smoothly. Dave did have a bit more adventure; when he got the kit installed the car starter died, and he ended up having to use the hand crank to start the MGA, something you can't do with a modern car these days. Turned out his starter was going bad, which he replaced later. We concluded the day with a drive over to CODfather's for some of Adam's excellent fish and chips. A great way to spend a Saturday morning.

Until next time,

Safety Fast!

Wray



Tom Horton
and the rice
wine bottle
from Hampton
Plantation

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: _____

VP's Corner

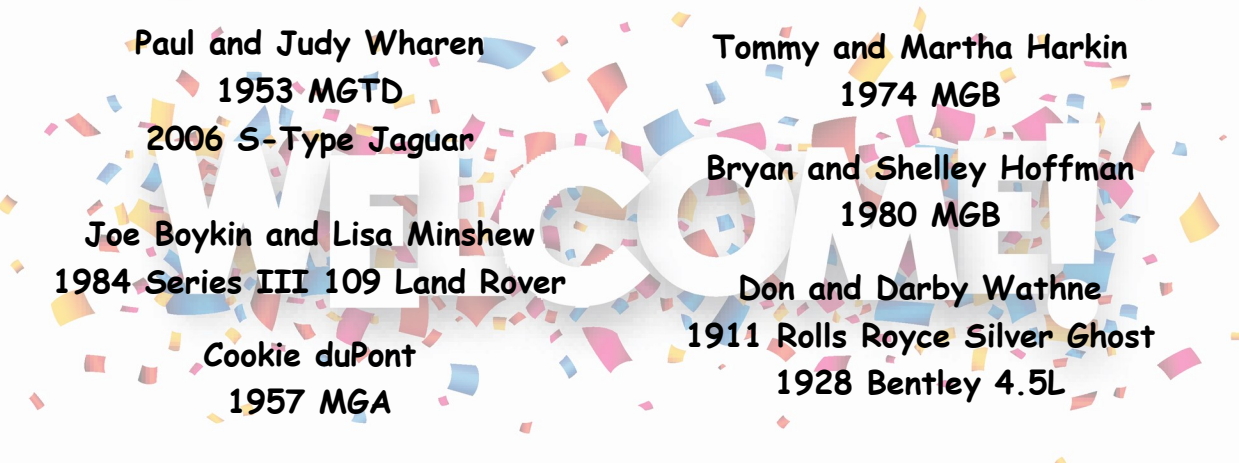
They say time goes by faster as you 'mature', so it's a good thing I've got a sports car! There is so much going on - March is just starting and I've already had to miss one Club event, which looks to have been a fun drive out to Hampton Plantation. I have no intention of missing the next dance on the card, and have been working to ensure a coveted parking spot in Harry & Wanda's back yard. The weather has been cooperating and my garage has thawed out, so the TD is now sporting all new valve rockers and shaft, along with new pushrods. The pushrods took two tries, because apparently I had more than one option for correct length. Initial trials are promising, and the engine is much quieter with proper oil flow, so I am cautiously optimistic about racking up some vintage mileage. Ginger is getting antsy.

In any case, as you can tell from the yellow hue the Low country has taken on; spring has snuck up on us. We have already had some beautiful driving weather and I expect plenty more before the heat of summer. Time to get these horses out of the stables. There are many events coming up both locally and within an easy drive. If your British ride isn't ready yet, sometimes it takes a couple of tries - fire something up and come on out for moral support and encouragement!

Safety...Fast!

Bob

Towards the end of this newsletter we have a section where we welcome our new members. Well this month we have six new members. This is a few more than usual so we'd like to send out a very special welcome to them. We're having our Annual Oyster Roast this Saturday and would love to see you there. It's always well attended and a great time. We invite you to come to our monthly meetings. We're always looking for new ideas for drives, tech sessions or other events. You can introduce yourselves to the rest of the club by going to the Members Gallery of our website and sharing pictures of your cars and yourselves. Welcome!



It's not too late to signup. Go to the BCCC website to RSVP.

Shuck it to me!

Shuck it to me!

At

Harry & Wanda Cramer's Annual Oyster Roast

When? 7:00 pm Saturday March 3rd

**Where? Harry & Wanda Cramer's home
RAIN OR SHINE!**



**Cost? \$9.00 for Oyster eaters
\$3.00 for non Oyster eaters
plus one side dish. (Please call
Harry or Wanda to coordinate).
Soft drinks will be provided. If
alcohol is desired, please bring
your own!**

RSVP no later than Wednesday February 28th 843-795-5455

Directions: From Hwy 17, take FOLLY RD. to HARBORVIEW RD. Turn Left and continue on to MIKELL DR. , which is just past the Harborview Presbyterian Church (on Left). Turn Right on MIKELL DR Continue until you pass the STILES POINT ELEMENTARY SCHOOL. Take the next Right onto GODBAR ST. Cramer's home is the fourth on the left...# 940 Godbar St. British Cars may park in back yard, Non-British please park in the front.

Drive to History at Hampton Plantation



Getting organized at the Kohls parking lot.



At the St James Santee Parish Church

Drive to History at Hampton Plantation



At the Hampton Plantation. Our historian Tom Horton sharing his wealth of knowledge.



Lunch at T.W. Grahams in McClellanville. Next time when we ask if they can handle us, we need to specify that we want to eat at the same time. Sorry Wray and Susanne and others.





Upcoming Events

See the BCCC website for details



Check out autoclubcalendar.com for other local automotive events

Saturday March 3rd, Annual Oyster Roast at the Cramers, 7-9:30pm, 940 Godber Street, James Island. See the website for direction and to sign up

Saturday March 10th, Monthly Meeting, 8-9:30am, Marina Variety Store Restaurant, 17 Lockwood Dr, Charleston

Saturday March 17th, St Patrick's Day Parade, 9am-12pm, More information on the website and below.

March 16-18, Caffeine & Octane at Jekyll Island, <https://www.candojekyll.com/>

Saturday March 24th, Carolina British Classics XII, 10am-4pm, Historic Columbia Speedway, 2001 Charleston Hwy, Cayce, SC



St. Patrick's Day parade



The British Car Club of Charleston once again has been invited to participate in the Ancient Order of Hibernians annual St. Patrick's Day parade through downtown Charleston.

The parade will step off at 10 a.m. on Saturday, March 17. Assembly for the parade is on Radcliffe Street at 9 a.m. Entrance to Radcliffe Street should be made from Rutledge Avenue. Parade marshals will direct participants to the club's spot in the route. The position number will not be determined until right before the parade and will be emailed to club members as soon as possible. The parade route is Radcliffe to King Street, King Street to Broad Street, ending at the Cathedral of St. John the Baptist on Broad. Cars should be decorated. Throwing of beads or candy is not allowed.



The event is open to all members of the British Car Club of Charleston. Any year car or marque is welcome to be in the parade as long as it's British. For more information, call Glenn Surrette at 843-345-0443.

2018 Membership dues are due

It's that time of the year. Annual dues are only \$30. The easiest way to pay is to go to [our website](#). Payment can be made using Paypal. You don't need a Paypal account.

Not sure if you paid your dues? Log into the Members Page then select the VIEW MY PROFILE link. Under Membership, if it starts with 18 (for 2018) then you're all paid up. If it starts with 17 then your dues are due.

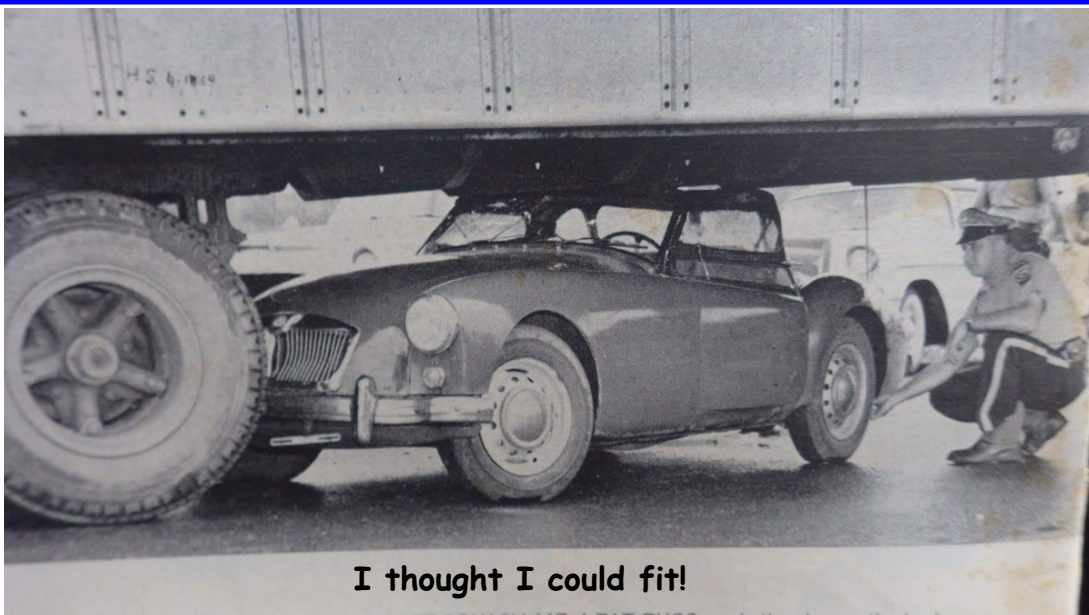


username **Membership** **Password** **First1** **Last1** **Bi**

DaveRosato 18-Jan David Rosato 2'

More BCCC Grill Badges are here!

Mert has 15 new BCCC grill badges. 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.



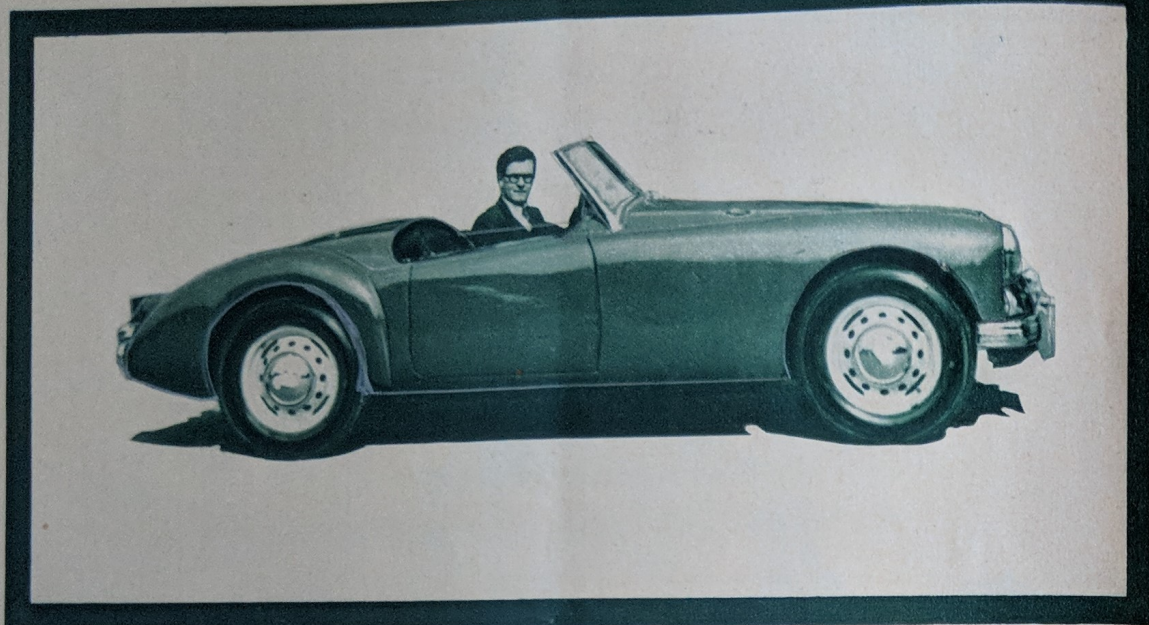
Jensen-Healey parts and Road and Track

By Dave Rosato

You may not have noticed but Frank Rupp has been trying to sell a bunch of Jensen-Healey parts through our website. He contacted me a couple weeks ago looking for help to get rid of the parts, for free. He also had 50 years of Road and Track and Sports Cars Illustrated magazines he wanted to get rid of. So I offered to pick up the stuff and help him out. Lynn and I hitched up the utility trailer and went to their house in downtown Charleston. Frank and Cynthia live in a gorgeous old Victorian. I was glad to see that the magazines started in the early 50's. Frank had accumulated many other car parts over the years and I picked up some of them as well. If you know anyone who needs seven hubcaps for a 1939 Lincoln K V12, a Lamborghini tachometer, head light covers to a Ferrari or Ferrari head lights, let me know. When Lynn and I got home we took pictures of everything and, of course, put them on my website, http://harleythermal.com/Jensen_Healey_parts.html.

I've started going through the magazines, starting with the oldest ones, pulling out issues with British cars. Below is the November 1955 issue showing the new MGA. If you are interested in getting an issue that has a road test of your car, let me know. If you want to read the article below, I have included it on the next two pages. I will try to put a road test or interesting article in upcoming issues of The Windscreen.





... a prototype becomes a production car

ON THE outskirts of a small village in England, situated in almost rural surroundings stands an interesting, rather old, red-brick factory building. This is the Abingdon-on-Thames works, where the late Cecil Kimber finally settled his rapidly growing business of building Morris "hot-rods." That move was made in 1929, and in the ensuing productive years there have been many changes in MG cars—but none like we find for 1956!

Cecil Kimber died in a railroad accident during the war, but even his enthusiasm

and genuine flair for creating wonderful automobiles could scarcely have surpassed this new effort of the mighty British Motors Corporation. One can only imagine the months of top level arguments which preceded the decision to drop the traditional and go ahead with the modern design.

The most complete, most extensive design change in 20 years summarizes the new MG, henceforth the "A" model. Only the TD/TF front suspension appears to be unchanged. There is a new frame, engine, transmission, rear axle, and of course a new body. Re-

markably, the wheelbase, tread, horsepower and weight are nearly identical to the superseded TF/1500.

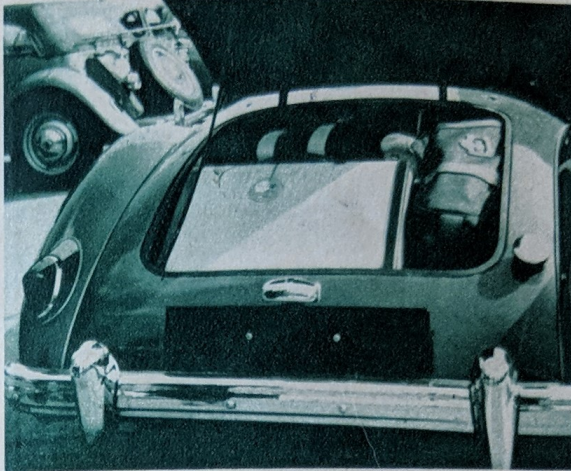
Greatest interest probably focuses on the new styling, and the accompanying photos show that a more streamlined form has been chosen, principally to improve salability to a growing segment of the population who have become interested in sports cars and care nothing about fine old traditions. A second reason for the complete change-over in policy is, of course, the demand for high top speed, even in a 1½-litre car. The new contours add almost exactly 10 mph to the "flat-out" speed, with no change in engine output.

The chassis frame of the "A" model proves that no attempt has been made to save weight, for the MG has always been notable for its sturdy construction. The side rails are box section (as before) but now swing out behind the front wheels and back in again at the rear wheels. This allows a lower seating position with both seats between the frame rails. To assure rigidity in cranked frame rails, a new truss structure is built up under the cowl. (Illustrated in the drawing of EX-179, R & T for Nov. 1954, page 36).

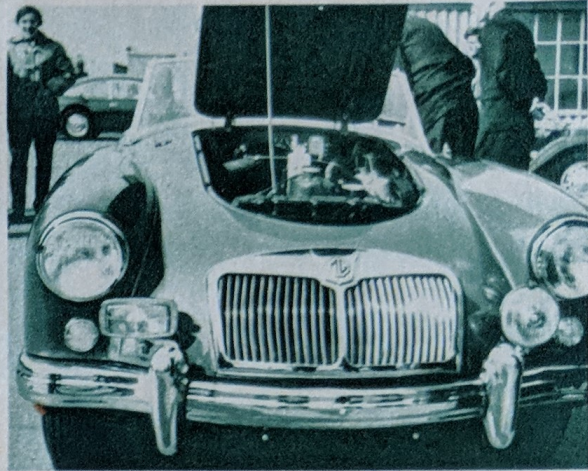
At first glance the new engine appears to be a bored-out version of the BMC 1200 cc unit. This is not true, for the BMC "1500" engine is a completely new design, though also used in the Austin A-50, the Morris Oxford and the Magnette sedan. It is longer than the old A-40 engine, has larger bearings, a heavier crankshaft, etc. Only the stroke is the same at 89 mm. (3.50 inches). In the "A" version there are minor variations from the 60 bhp Magnette model, so that the output is now 68 bhp at 5500 rpm despite a compression ratio of only 7.35 to 1.

The all-new cockpit includes built-in radio, heater and radical steering wheel.





Sure sign of change: at long last an MG appears with a trunk.



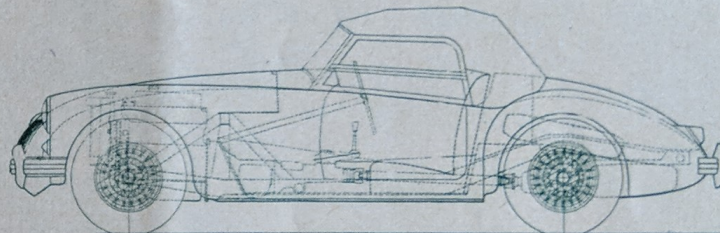
Front view shows the new grille and a glimpse of the BMC engine.

The new gearbox is a modification of the Magnette's, but with closer ratios designed to give 45 mph in 2nd and 70 mph in 3rd gear, at 5500 rpm. The rear axle is a BMC standardized design featuring hypoid gears and $\frac{3}{4}$ floating axle shafts. The axle ratio has been dropped from 4.875:1 to 4.30:1 and the following ratio options will be available: 3.7, 3.9, 4.1, and 4.55.

Next to the design changes, the most interesting item concerning the new MG is the long list of options which will be available to suit the needs of competition minded purchasers. Whether this list will include the Le Mans cylinder head (82.5 bhp at 6000) is not announced, but knock-off wire wheels and 5.50 racing tires are cataloged options.

Originally scheduled for announcement in June of this year, the exact date is still indefinite due to an unexpected delay in making up the body dies. A few cars should be here by fall, but deliveries in quantity cannot be expected until early in 1956. ●

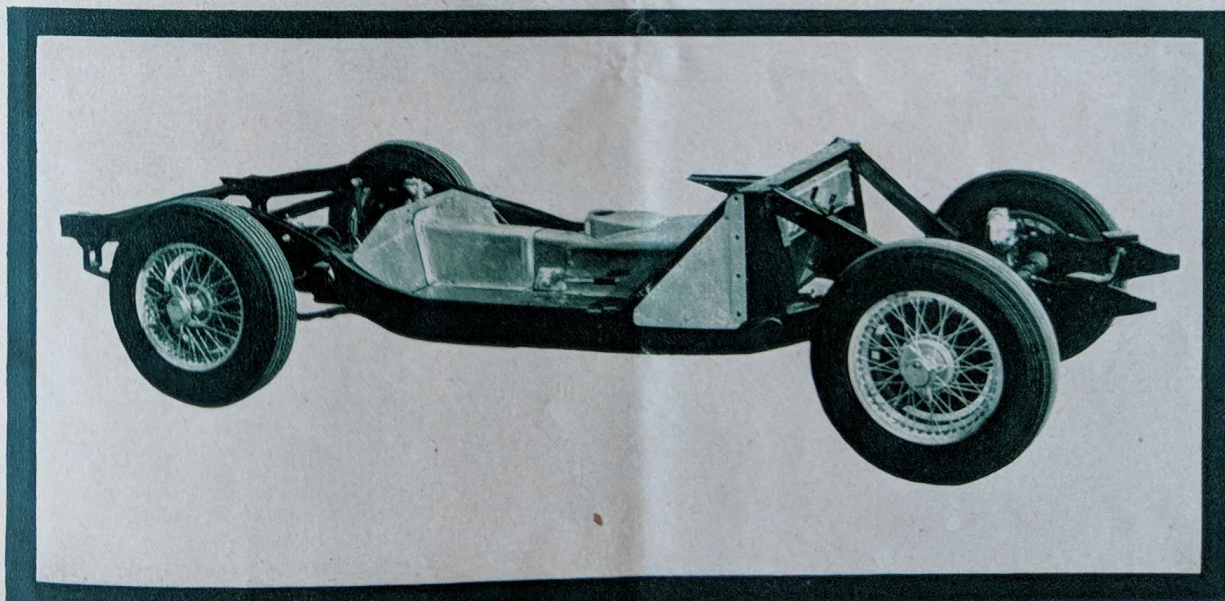
Price	1956	1955
Curb Weight	N.A.	\$1995
Wheelbase	2000 lbs.	2000 lbs.
Tread, front	94.0 in.	94.0 in.
rear	47.4 in.	47.4 in.
Tire size	48.8 in.	50.0 in.
Engine	5.60 x 15	5.50 x 15
	BMC	XPEG



Side elevation drawing indicates the relative positioning of engine, seats and spare.

MG COMPARISON TABLE

	1956	1955	Bore & stroke	73 x 89 mm	72 x 90 mm
Price	N.A.	\$1995	Displacement	1489 cc	1466 cc
Curb Weight	2000 lbs.	2000 lbs.	Bhp at rpm	68 at 5500	68 at 5500
Wheelbase	94.0 in.	94.0 in.	Axle ratio	4.30	4.875
Tread, front	47.4 in.	47.4 in.	Top speed (est.)	94 mph	85 mph
rear	48.8 in.	50.0 in.	Cruise speed	74 mph	65 mph
Tire size	5.60 x 15	5.50 x 15	0 to 60 (est.)	16.5 secs	16.3 secs
Engine	BMC	XPEG	SS $\frac{1}{4}$ (est.)	20.0 secs	20.7 secs



A SPECIAL REMINDER!

L A U G H T E R S E E E Y S O S U A T T H E M O N
 T H L Y B C S C C M D T U G E E E E T I N G O N M
 A R C H T H N S V U N N N L R I B T S H F T Q M F
 S K U C C S O N C A R I U C N N G T U F Y X G R M
 G V H F Q F I A R I R D V B E P R K L N P V I Y G
 L Y B P G A T U S A E K D J A U P F N L I E S U D
 A E C K U I A E H H M Q U E S T I O N S N M Y D G
 L Y I B O T T S C D E C I S I O N S W D J M R X T
 E U J N S A N S W E R S I K S O L K S V F V N Y S
 G A V E Z K E S N O I T C U D O R T N I Y O R Q I
 F N R N B O S O F F I C E R S J S G S R E B M E M
 A B I L F S E I J K W C F R I A V O N K E L Y U L
 P Q G N Y T R A L P X M C Y F L A I H I O H A V B
 R N S V R M P A Y V L A L K L K L X T Y N X Q G T
 Z A E N A O T E J P G H A R T T I I I B N N H X E
 X G A U E J M D G N E E K R C G D A X N W T A F K
 H S V F Z I R A P E R S E Q U Y A J M K E Y G L P
 W E L C O M E O H B Q F Q L Q V T G E M Z F J P P
 M E H P M J J X B F N H G B Q D I I K E X N Y Q Q
 K B C Y N U P V A R T Y C M Y D O E C K A Z B S G
 K Y U E Y R F B G O A J M Q R J N I W S K I D R D
 O F W F C V P Z R Y F H R B Q V V C M S Q H H H C
 L P U D N Q X X K M C K U Z Z R C X C W D F I F G
 S L D N R Z B A D N E U S M E N A K E C T W O Z G
 C T Y Z L R W E L F F A R S M C R J A N A U H L C



ANSWERS
 BREAKFAST
 CAR
 DECISIONS
 EARLY
 EDUCATION
 FRIENDS
 FUN
 HARBOR
 INPUT
 INTRODUCTIONS
 LAUGHTER
 MEMBERS
 MINUTES
 MORNING

NEW
 OFFICERS
 PLANNING
 PRESENTATIONS
 QUESTIONS
 RAFFLE
 RESTAURANT
 SCHEDULES
 SERVICE
 SHARING
 SUNRISE
 TALK
 VALIDATION
 VIEWS
 WELCOME



_ _ _ _ _
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Thanks Lynn!



Welsh Rarebit with a twist!

- Serves 6
- Ready in 25 minutes
- Easy

This special Welsh rarebit recipe contains
A hidden gem—oysters!

- 3 tbsp butter
- 3 tbsp flour
- 100ml pale ale
- 225g Cheddar, grated
- 1½ tsp Worcestershire sauce
- ½ tsp English mustard powder
- 12 oysters, shucked
- 12 slices artisan bread, sliced 1cm thick and toasted

1. Melt 2 tablespoons butter in a medium saucepan, over a medium heat. Add the flour and cook for 1 minute, stirring constantly.
2. Slowly whisk in the ale. Once the bubbles begin to subside, add a handful of grated cheese, stirring constantly in one direction only, until smooth and creamy. Repeat until all the Cheddar has been mixed in. Stir in the Worcestershire sauce and powdered mustard and mix well. Cover and keep warm while you prepare the oysters. Turn on the grill.
3. Melt the rest of the butter in a small pan and add the oysters. Cook for 1½ – 2 minutes, stirring now and then, until just cooked and beginning to curl at the edges. Season.
4. Put 2 oysters on each slice of toast, spoon over the cheese sauce and brown under the hot grill. Sprinkle with crispy bacon and parsley, and serve hot.

<http://www.deliciousmagazine.co.uk/recipes/welsh-rarebit-with-a-twist/>

Thanks Lynn!

Tech Session and Lunch

By Dave Rosato

Saturday February 3rd we had a tech session at Mt Pleasant Radio. We put Pertronix electronic ignition into my 1958 MGA. This replaces the condenser and points under the distributor cap. I actually bought one years ago but never installed it because it required a big box mounted someplace under the hood. The new ones are completely under the distributor cap. So the first thing we did was remove the distributor. We first marked the alignment of the distributor to the engine, which proved to be unnecessary. We removed the points and condenser. There was only one way the Ignitor would screw to the baseplate. We put the distributor back in the car and hitched the two wires to the coil. Relatively simple process. To all's dismay, the car started right up. We next decided that the timing should be checked. The timing light showed that it was off by more than 30 degrees. We actually couldn't understand why it even started. In hind sight, the position of the points and the Ignitor on the baseplate were off by about the same. So we had to rotate the distributor about 30 degrees counterclockwise to get the timing at 7 degrees before top dead center, per the specs. When we did finally get it correct, the engine did run a lot better. So one last time to check everything out, I turned the key and pulled the starter knob, and nothing. I checked voltage at the starter switch, good. Then checked voltage at the starter, good. Dead starter. Someone jokingly suggested using the crank. So I went to the cars trunk, got out the crank and the car started on the first spin! Pretty cool. At about noon we took off to The CODfather. The engine crank was next to me in the passenger seat.

If you haven't been to The CODfather, you have to. They have the best fish and chips anywhere. At their new location there is much more seating. But when we got there we had to park on the grass and the line was out the door. But it was worth the wait.

When I left The CODfather the starter worked but over the next week it was intermittent. I took it apart but there was nothing obvious. New starter time!





Who thought I'd actually need the crank!



CARS ON KIAWAH

PRESENTED BY 

SATURDAY, APRIL 21, 2018

10 A.M. - 3 P.M.

KIAWAH ISLAND, SC



250 REMARKABLE AUTOMOBILES
CELEBRATING 100 YEARS OF
AUTOMOTIVE HISTORY & STYLE

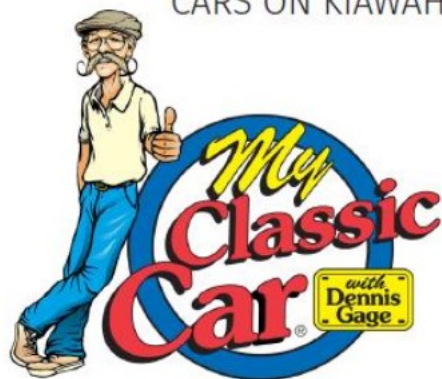
FREE ADMISSION | \$10 PARKING

THE 2018 SHOW FIELD IS FULL
NO LONGER ACCEPTING CAR REGIS-
TRATIONS

See the website for wait list
information

CARSONKIAWAH.COM

DENNIS GAGE OF THE TV SHOW
MY CLASSIC CAR WILL BE FILMING
AN EPISODE AT THIS YEAR'S
CARS ON KIAWAH!



190sl Mercedes Restoration Status

By Dave Rosato

This is part two of the restoration of my 1958 190sl Mercedes. The car is completely stripped. Engine, drivetrain and suspension has been removed. In the 190sl, the engine, transmission and complete front suspension are all bolted to a rubber mounted sub-frame. Three big bolts disconnect it from the frame. So while sitting on the floor, you remove the bolts then raise the car. The sub-frame remains on the floor. You then just roll the sub-frame out from under the car.

Unlike the MGA, the body is welded to the frame. So what is left probably weighs 1500 pounds. So I wouldn't have to grind and weld while lying on my back, I bought a rotisserie. The MGA body could be picked up by two people. I made a simple rotisserie for the MGA which was supported by a couple saw horses, see below. The 190 rotisserie itself weighs 500 pounds. It's a generic rotisserie so if you have a project coming up and need one, let me know. I had brackets fabricated at A & R Sheet Metal Works on Johns Island to attach the frame to the rotisserie. If you need any metal fabrication, this is the place to go! Everything on the rotisserie is adjustable. In the picture below the car is tilted about 10 degrees. I'm going to have the entire car sand or soda blasted. I'll then prime it. Then the fun begins. The frame is solid but there is a lot of body work to be done. I gave you a preview last month. If you want to follow my progress with more details, go to my website, <http://www.harleythermal.com/190Restoration1.html>.



The home-made MGA rotisserie



Welcome New Members

Paul and Judy Wharen
1953 MGTD
2006 S-Type Jaguar

Joe Boykin and Lisa Minshew
1984 Series III 109 Land Rover

Cookie duPont
1957 MGA

Tommy and Martha Harkin
1974 MGB

Bryan and Shelley Hoffman
1980 MGB

Don and Darby Wathne
1911 Rolls Royce Silver Ghost
1928 Bentley 4.5L

We look forward to many
Happy miles together!

**Happy
 Birthday
 For
 March**



Rosemary Odom	2nd
Nancy Carnell	5th
Daine Lambert	12th
Glen Harrington	19th
Martha Harkin	21st
Kim Withers	26th
Diane Zender	27th
Brian Csora	29th
Bruce Stemerman	29th
Randy Withers	31st



AND MANY MOOOOORE

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 Viscors 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



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



Just click on this link on the website



Set of four 15x6
Falken tires on
Panasport
wheels.

Know anyone with a Jensen-Healey?

New-Old-Stock Jensen-Healey parts, manuals and special tools.



1955 MG TF 1500

- 1996 Jaguar XJS
- 1973 Stag
- 1972 TR6
- 1976 MG Midget
- 1997 Aston Martin DB7 Volante inline supercharger
- 1960 MGA 1600 price drop!
- Auto Haus-Jackson Towing Frame

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

FOR SALE

Soda Blaster, never
used.

Asking \$120

Call Jane Schmitt at
843-774-2257



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

CHARLESTON IMPORT AUTOMOTIVE

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.

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4	5	6	7	8	9	10 BCCC Monthly Meeting
11	12	13	14	15	16	17 St Patricks Day Parade
18	19	20	21	22	23	24 Carolina British Classics XII
25	26	27	28	1	2	3



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