



The WINDSCREEN

Vol 38 No 4

April 2021

Prez Sez

By Dave Rosato

Well I have both my vaccine shots and Lynn has her first. We're planning to visit her parents in Florida for Easter for the first time in over a year. So things are looking up! We're still playing it safe. We all wore masks at the **Tech Sessions**.

Speaking of which, this was a big month for Alex Toline's MGB. We had two Tech Sessions. There are a couple articles later in the Windscreen. The engine is running and Alex drove it out of the garage. So we got a lot accomplished. But even better, we all had a great time doing it. We all learned a lot. But we found that the car has significant electrical problems. So we will be having a third Tech Session to address them. Below is the wiring diagram for his car. If you've ever looked at one of these and didn't have a clue on how to read it, you may want to attend. We'll learn how to track down problems and use the diagram to fix them. If we have a large attendance, we'll choose a nice day so we can have it outside where there is plenty of room. I will be sending out an email blast with details. The tentative date is Sunday, April 11th.

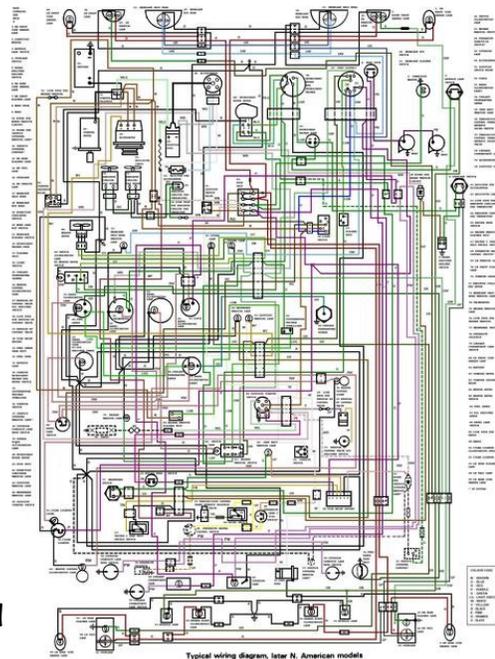
In addition to the Tech Session, Millie has planned a drive to **Cypress Gardens**. There are details later in this Windscreen. There is so much to do there, you shouldn't miss this one. Bring a picnic lunch, there are tables we can use. I hope to see you there!

Peter Wild contacted a friend of his, Nigel Matthews. Nigel is the Global Brand Ambassador and Chairman of ICJAG (International Chief Judge Advisory Group) and the FIVA representative for Canada. Nigel has agreed to give us a Zoom talk on **THE EARLY DAYS OF LOTUS**. Please [contact me](#) if you would like to join the presentation and I will forward instruction on how to join. For more details, [go to our website](#).

We are starting to plan for **British Car Day**. It will again be at Palmetto Islands County Park and will be on October 23rd. We will be looking for help. We need more help this year more than ever as three of our board members, Irene Breland, Millie Horton and myself are on the board for Cars on Kiawah, which is one week before BCD. So it is going to be very hectic for us. We will soon be soliciting club members with a list of positions needed to be filled. We are having a Zoom planning meeting tonight, Thursday April 1. If you would like to join the meeting, [please contact me](#).

Safety First and Fast

Dave





The WINDSCREEN

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VP's Corner

By Bob Simons

Well,

The event was cancelled due to weather, but I know at least two British Cars made it to the Fly-in at the Mt Pleasant Airport anyway. That's what happens when you don't check the updates, but I wanted to get out and the weather turned out OK and then perfect. Both vehicles enjoyed an impromptu local tech session and subsequent improved handling. Proper brake adjustment & tire inflation go a long way! (Pun intended).

I did stop at Cars & Coffee en-route, where I discovered a new-to-me TR250 brought by a club member, and some nice old Defenders, that may yet join... (hint, hint). Any members in Mt. Pleasant that can make this event regularly, please consider attending and making folks aware of our Club.

Since the weather has been cooperative, the navigator has been getting a little bit of 'seat time' as the aviators call it. She has been breaking in a new set of Doggles, while I slowly work through the annual re-commissioning checklist I espoused last month, I may even get to the motorcycle...

British Car Day planning is under-weight. If you can assist with any aspect please let me know. We will need people to set up & take down on the day of, as well as managing registration and the Silent Auction. There is plenty of opportunity to help now also, with planning food, entertainment, and soliciting donations.

See you on the road, No Fooling!

The British Car Club of Charleston proudly announc-

Save the Date: Wednesday, April 21st

Time: 7pm

Subject: THE EARLY DAYS OF LOTUS

Presenter: Nigel Matthews - Global Brand Ambassador for Hagerty Insurance

Media: ZOOM Presentation

RSVP: [email Dave](#) if you wish to attend and we will reply with Zoom details.

The Lotus presentation begins with the early days of Lotus. A great friend of mine in Vancouver, a trained welder, took off for Europe with the plan to attend all of the Grand Prix races in Europe. After three races he ended up in London broke and found a job at a welding shop near the Lotus factory in North London, before he knew it, he was working there and fully involved in the front Engine Formula Two car and then the production of the Lotus XI, the Seven and the Elite.

About our speaker: Nigel Matthews

I have been in the Classic Car and Exotic Car business for 47 years. Originally from Berkshire and then they moved the county boundaries and we were in Oxfordshire. I grew up on my fathers 3,500 acre estate which was about 15 miles from Abingdon, the home of MG. I didn't want to join the family firm with my three brothers, so I took off to Canada, just for the hell of it, in 1975, was only going to stay for a couple of years and before I could blink I had an Asian Wife, Mortgage and two kids!



I spent 25 years as a panel beater and working shop foreman at a Rolls-Royce and Ferrari dealership. The next move was to classic car insurance where I became the Administrator of the Classic and Vintage vehicle licensing and insurance program for the British Columbia Provincial Government. In 2010 I joined Hagerty and was the first employee in Canada and basically started Hagerty Canada. My current position is the Global Brand Ambassador and Chairman of ICJAG (International Chief Judge Advisory Group) and the FIVA representative for Canada. I basically travel the world 11 months of the year during non Covid times either as a Chief Class Judge or the Chief Judge at events in 11 different countries.

Drive to Cypress Gardens in Moncks Corner By Millie Horton

If you haven't been to [Cypress Gardens](#), especially after the hurricane, you'll have to join us. Save the date, **Saturday April 10th**. Directions are on the [website](#).

We plan to leave from Mt. Pleasant Radio, 450 W Coleman Blvd, Mt Pleasant at 10am. It is about a 45 minute drive so if you prefer, you can meet us there at just before 11am.

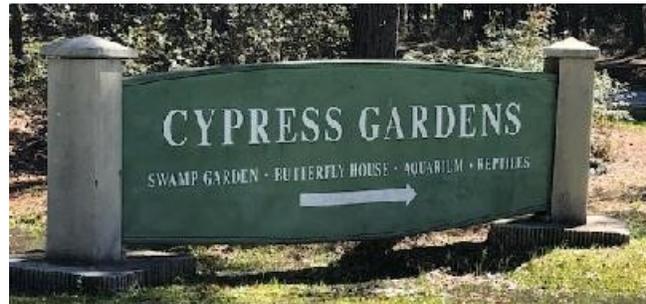
Tickets: 18-64 years, \$10.00; 6 - 17 years, \$5.00; 65+, 911, Military, \$6.50

[Buy Tickets online at this link](#) Hit the BUY button to the left of General Admission near the top of the page.

Bring a lunch, there are picnic benches we can use.

Berkeley County's Cypress Gardens thriving five years after historic flood, [Post & Courier article](#). Here is a link to the route we will be taking, avoiding highways.

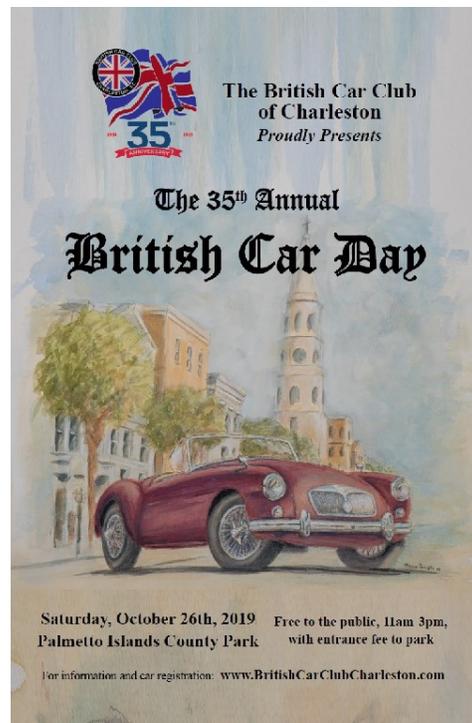
<https://goo.gl/maps/tULzakk5RvsrUf1t9>



The BCD ~~2020~~ 2021 Poster

By Dave Rosato

As we did in 2018 and 2019, we had an artist paint a picture for the British Car Day poster and Tee shirts. The past posters are below. We did this for 2020 as well. I found someone on Etsy who specialized in doing water colors of cars. Tracy Sample, a member of the British Car Club of Louisville, painted the 2019 painting and Panagiotis Mitos in Greece did the 2018 painting. The following page shows the painting we started for BCD 2020. Because BCD 2020 was cancelled, we put off completing the painting. Well, we just received it. We took pictures of the American Theater on King Street at night. I included my MGA for sizing. We then got the four cars together and took a picture. Pamela Blayney, the artist, then put them together. The first cut at the poster is on the next page.

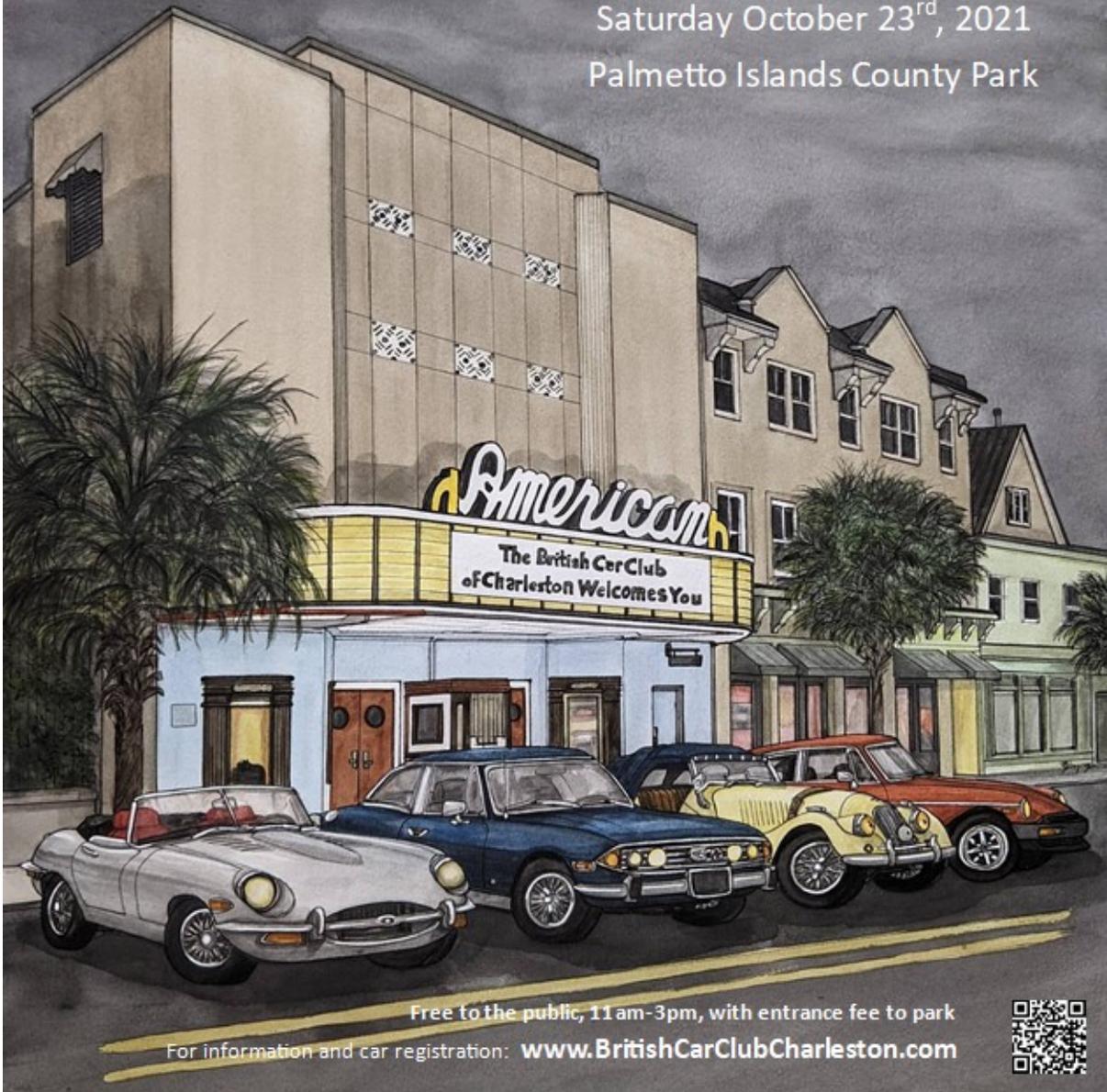




The British Car Club of Charleston *Proudly Presents*

The 35th British Car Day

Saturday October 23rd, 2021
Palmetto Islands County Park



Gotta Know When to Hold 'Em and When to Fold 'Em

By Millie Horton

A veteran of many MG automobiles and years in the Navy defending our country, Mike West seems to know the right balance between owning and enjoying classic cars and not obsessing over them. They have been woven into the fabric of his personality, indistinguishable from his military career and his life.

Mike's ownership of 8 MGs classifies, in his own words, as a "sickness." But, hey, staying with the same marque has to have its advantages. In the following story, we discover Mike's enjoyment of "hands-on" work on his 1952 MG TD balanced with his true enjoyment of the MG marque. No trailer queens for Mike; wind in the face experience is the way to go!

Mike's life in the Navy and ownership of MGs seem to stem from an initial Marine Sergeant who befriended Mike when Mike was in the eighth grade, followed by another US Naval officer's friendship when Mike was a senior Citadel cadet. Ten years later, Mike finally took possession of his own (1st) MG—a 1961 MGA 1600 and began his quest for an MG TD. In March of 1977 that TD finally ended up in his garage—in boxes and bags awaiting restoration. But London, specifically the Royal Naval College at Greenwich, was calling, so the TD parts were stashed in a friend's garage in the US. For daily commuting to Greenwich, Mike chose yet another MG—this time a '53MG YB. The "sickness" continued.

By 1979 Mike was back in the States now with TWO MGs to move down to SC: he needed to move the TD to his in-law's home in New Zion, SC, while also taking delivery of the MG YB (that he had had in England) from the dock in Norfolk. His loyal wife Nita save the day by towing the TD behind her station wagon while Mike drove the MG YB down. Nita seemed intrepid in towing the car but later was fearful of riding in it due to low cut doors. After a struggle with cancer, Nita passed away. Twenty years later, the TD came to have another female admirer. Jo next occupied the passenger seat, even on their wedding day. Mike and Jo drove to Queen Anne's Revenge Restaurant on Daniel Island (the only eatery on DI in 2004). The wedding party was still celebrating when Mike and Jo drove back home. The twosome enjoyed many backroad drives in Berkeley County in that off-white TD with green interior. Eventually, Jo's arthritis worsened and Mike decided to part with the TD after 44 years of ownership.

Meanwhile Mike recounts 2 memorable outings in the TD, once it was assembled and after a few "well I might as well restore it" incidents. One memory involved a long, riotous Cannonball Rallye to several SC locations requiring a return at fastest speed without getting a ticket. Mike recalls that he and his passenger "left second in class and returned second in class"! Another adventure involved a solo trip of endurance up Interstate 26 to near Landrum, SC. and back to Charleston but with a stop to visit a Citadel classmate. Bonds of all kinds "drive" our hobby!

Gotta Know When to Hold 'Em and When to Fold 'Em

By Millie Horton

Make no mistake: all those years Mike had a "hands-on" relationship with that TD. In the early days, Mike could be seen "motoring" with a fruit crate for a seat after the car required new bearings and rings. In 1983 the car was disassembled with parts retreating to an attic. After several deployments and Hurricane Hugo, the TD's parts were pulled out of the attic (1990), painted, and re-assembled with no interior.

In 1995 now with interior installed and new MGA brakes and wire wheels (a trade involving the MGA worked out with a Norfolk friend), Mike started driving the TD around Charleston and discovered several BCCC members at a show at the Gaillard Auditorium. Mike was aware of a small MG club run by Michael Carnell, but it wasn't until 1999 that Mike joined the BCCC.

In 2019 Mike reluctantly put his precious TD up for sale. Only in 2021 did Bill Tucker appear and become the proud owner of this seasoned '52MG TD. It seems a match meant to be: Bill had been looking for an MG TD but had encountered fraudulent advertisers. A deal between friends was struck and Bill drove off with the Whitworth tools, some great books, and an original workshop manual. More adventures await!

I'll leave you with Mike's own eloquent poem about his time with the loyal TD:

At the Wando Dock 2010

Come with me in my MG,
And bring a bottle of wine!
Crackers and cheese will go with these,
And we'll waste a bottle of time!

Out on the road,
We'll take this load,
And squander remaining years.
For who knows how soon,
We'll spend out Doubloons,
And. . . what the Hell, CHEERS!!

The Royal Aston Martin DB6

While the Aston Martin DB5 will always be indelibly inked in the annals of 007 lore, the DB6 will forever be the royal David Brown car... or at least, it should be. You see, Prince Charles has owned his delectable DB6 since his 21st birthday, when it was bought for him by some doting benefactor in a shiny crown. And while other cars have come and gone in the Prince's life, he's hung steadfastly onto his DB6 through thick-and-thin; he let Prince William borrow it when he got married, but obviously he wasn't silly enough to let the boy keep it. Of course, Charles is a forward-thinker. A keen and outspoken proponent of environmental issues and eco concerns, it arguably doesn't sit all that well with his principles that he'd be driving about in an inefficient old sports car. So his solution is to run it on wine. Yes, you did read that correctly: Prince Charles's Aston Martin is fueled by wine. And while that might sound like a disgustingly opulent parody from a fairy-tale, it actually makes a lot of sense - the car runs on bioethanol distilled from excess wine produced near his Highgrove estate. That's the kind of environmentally-friendly motoring we should all aspire to.



BCCC Tech Session — Alex Toline's 1978 MGB, Session #1

By Dave Rosato

Alex borrowed Peter Steele's trailer and brought his MGB to the Rosato garage. We took a quick look at the car and made a list of parts to buy. The right rear brake shoes were covered with oil, indicating a bad seal. So new shoes and a new seal was ordered.

Our first Tech Session was Sunday 3/14/2021. We had a great turnout. We actually had to say sorry to two people. We wanted to limit it to eight people. Andy Beall, Frank Neill, Craig Ferrer, Don Durham, Thomas Moschel, Torsten Kunze, Alex Toline and myself were there. The weather was fantastic so we were able to open the garage doors.

We pulled the plug on the differential to find no oil. So we took off the right rear wheel, pulled the pin on the castle nut and used the impact wrench to remove the nut. We didn't need a puller to pull the hub. After some prying, we got the seal out. The springs and shoes on both sides were removed. We took off the brake cylinders and decided that they should be replaced.



We changed the oil and filter in the engine. With the plugs pulled, the engine turned over easy by hand, which was a very good sign. When we took the distributor cap off, there was moisture under the cap and a lot of corrosion. The original electronic ignition had been replaced with an aftermarket. Alex bought a Pertronix solid state ignition. With Pertronix, all the electronics are under the cap. It was a chore to remove the distributor from the engine. Corrosion had locked in place. But we did finally get it out. The Pertronix Alex ordered didn't include the part that goes on the shaft. So Alex is going to order the Pertronix that includes the baseplate of the distributor.

We put the battery that was in Steve Smiths TR6 into the MGB. It took longer that we, well I, expected spinning the engine before we saw oil pressure. But the gauge finally did jump up to 50psi. Then we noticed a fuel leak at the pump in the rear of the car. We replaced what looked like the leaky hose but it turned out to be a crack in the plastic near the hose. So a new fuel pump went on the to buy list.

So when the list of ordered parts come in, we'll have another Tech Session. We all had a great time. Thanks Tom Moschel for the pictures.

BCCC Tech Session — Alex Toline's 1978 MGB

By Dave Rosato



Rear brakes stripped. Ordering new adjusters and wheel cylinders. Have new brake shoes.



It was a struggle to get the distributor out of the engine. There was a lot of corrosion and moisture under the cap. The wire to the original electronic ignition were cut and an aftermarket installed. Now were putting a 3rd generation Pertronix ignition in.



The base plate in the distributor was pretty corroded. The new Pertronix includes the base plate.



Checking out the fuel leak at the pump.



Determined it was a small crack near the hose connection.



We unclamped the fuel pump from inside the trunk then pushed it through.



Spinning the engine with the plugs out after the oil change looking for oil pressure.

MGB Tech Session—Get It Runnin', Session #2

By Dave Rosato

With a new shipment of parts for Alex Toline's MGB, Frank Neill, Tony Girlando Alex and myself were set to get the car on the road. With the new rear brake cylinders, adjusters and springs, we already had the new shoes, we put the rear brakes back together. With the new seal on the right side of the differential, we drained it and pulled the cover to check it out. There was a tense moment when the last bolt, it is ALWAYS the last bolt, didn't want to come off. Alex suggested using the impact wrench on a low setting which did the trick. Everything looked good so we used a new gasket and put the cover back on and filled it. We replaced all the rubber lines in the front and rear brakes, put the drums back on the rear and bled the entire brake system. After getting all the air out of the system, we adjusted the rear brakes and the brakes all worked great. We put all the wire wheels back on the car and took it off the lift.

Next we moved to the engine. Alex bought a new distributor which included a new electronic ignition, the third one for the car. But with this one, all the electronics is under the cap so there were only two wires to hitch up. With a confirmation from Darryl Beech, it was determined that the new coil did not need a ballast resistor, again simplifying the wiring. All we really needed was a 12 Volt source. Being right near the fuse block, we taped into it. We rotated the distributor such that when the #1 cylinder, the one at the front of the engine, was at top dead center, the timing marks on the crankshaft pulley aligned, the distributor rotor was roughly pointing at the #1 spark plug wire. It was actually 180 degrees off but that was OK since the distributor rotates half as fast as the engine. If we did rotate the engine one full revolution, the distributor rotor would have pointed to the #1 plug. This got the timing close enough so the engine should start. With the timing light wired, we cranked the engine. The timing light didn't flash. It should flash when the #1 spark plug fires. The simplest reason was that we didn't have voltage at the distributor. We checked the voltage at the fuse we taped into, nothing. We checked the next fuse, nothing. I knew there was voltage going to the old ballast resistor so we taped into this wire instead. One more try to start and BOOM, we had a running engine! It coughed and spit for a while but got noticeably better the more it ran. We figured it was burning the oil we shot in the cylinders and it was burning off build-up in the carburetor. Alex pulled the car out of the garage. Success!, engine, clutch, fuel pump and brakes all working.

MGB Tech Session—Get It Runnin'

By Dave Rosato

We had also started replacing the door window outside seals. Frank had done some research over the past week to determine what needed to be removed to replace the seal. It entailed removing the door panels and drilling out the rivets holding the seal. This needs to be finished. But more importantly, the tachometer, right front head light, brake lights, temperature gauge, directional, radio and flashers do not work, major electrical problems. Our starting point at the next Tech Session will be at those two fuses that weren't getting power. Just fixing them may clear up a lot. The tentative date for the next Tech Session is Sunday April 11. Come and learn how to decipher a wiring diagram.

Thanks to Frank for the pictures.



Registration Opens Today, April 1

 <p>CARS ON KIAWAH PRESENTED BY ally do it right.</p>	
 <p>SATURDAY, October 16 2021</p> <p>Registration Opens April 1, 2021</p>	 <p>Don Wathne's 1909 Rolls-Royce Silver Ghost, 2019 Best in Show</p>
<p>Go To CarsOnKiawah.com For Information On Registration, Volunteering, Vendor & Sponsorship Opportunities.</p>	<h2>A Festival of Automobiles</h2> <p>Saturday, October 16 from 10 am – 3 pm Ocean Park, Kiawah Island, SC See 250+ Outstanding Classic To Present-Day Cars Spotlight & Featured Collector Displays Special Class of Young Enthusiast Cars Children's Display Enjoy Lunch, Drinks, Snacks & Sweets Watch The Awards Ceremony</p> <p>CarsOnKiawah.com</p>  <p>TOWN OF <i>Kiawah Island.</i> <i>Kiawah Island</i> COMMUNITY ASSOCIATION</p> <p>KIAWAH PARTNERS <i>Kiawah Island.</i> GOLF RESORT</p>

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 2016-2019
Oscar Smalls 1985	Alan Van doren 1989	Richie Hartley 2004-2006	Dave Rosato 2020-
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 for new member, \$30 for renewal**, to:

Annie Steele (BCCC)
1459 Battalion Dr
Charleston, SC 29412

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: _____

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: _____

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: _____

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



Just click on this link on the website

1974 Triumph TR6
Asking \$15,000



1966 Austin-Healey MkIII BJ8
Asking \$45,000



Aston Martin DB7
Asking \$26,000



1989 Land Rover Defender 90
Asking \$18,000



CAR FOR SALE
25,000 B.C. ROADSTER...RUST FREE, AIR BLOWS
COLD, FOOT BRAKES, WELL UNDER TEN MILLION
MILES. WOOD BODY PANELS
ORIGINAL SEATS..THIS IS A SOLID CAR!!



1973 TR-6





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.



BCCC Regalia

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



We have:

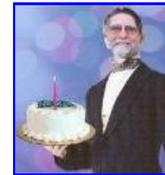
Beautiful enamel on 14k gold plated copper BCCC Lapel Pins for \$3.00 each. Circular pin measures 3/4" in diameter with military clutch. Caps with the logo, as well as Visors and one-size fits all driving caps with the logo on the back.

BCCC logo front license plates are available, as well as Key fobs. You can contact [Annie](#) for name badges. For the other regalia contact Lynn Rosato at:412-849-5081 or lrosato525@comcast.net

Only \$30 for a BCCC Grille Badge



Happy Birthday For April



Susan	Hunter	3
Michael	Moody	9
Todd	Young	9
Todd	Young	9
Angelo	Costanzo	12
Mike	O'Neill	13
John	Holbrook	13
Bonte	Merrill	15
Dwight	Olson	18
Terry	McClain	19
Bill	Dutour	23
Janice	Abbott	23
Bruce	Reynolds	24
Chris	Halford	25
Craig	White	25
Thomas	Horton	26
Helen	Schroer	27



AND MANY MOOOORE...

April 2021

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 BCD Planning Meeting	2	3
4	5	6	7	8	9	10 Cypress Gardens drive
11 MGB Tech Session	12	13	14	15	16	17
18	19	20	21 The Early Days of Lotus, Zoom presentation	22	23	24
25	26	27	28	29	30	

Check the website for impromptu drives

