



The WINDSCREEN

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1989 Morgan 4/4 / Owner: Eric Gibeaut

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PREZ SEZ by Dave Rosato

On **December 10th** we will be having our **December Monthly Meeting**. It will again be at **Rutledge Cab Company, 1300 Rutledge Ave in Charleston**. It will start at 10am, when the restaurant opens. We didn't have one in November so we have a lot to discuss. When we had a club **Holiday Party** in the past, we collected **Marine Toys for Tots donations**. So we are asking you to bring an unwrapped toy to the Monthly Meeting. We will collect them and make the donation for the club. If you'd like to add to the holiday festivities, wear that Christmas sweater or hat!



After the meeting we will be driving to **Johns Island** to check out **Andy Beall's new garage**. This is more than a **5,000 square foot garage**. It has two lifts, gantry cranes, tools, compressed air and a mezzanine lounge area. But even more than that, Andy is making it available to club members. So come along with us and check it out.

For many years, the club has participated in the **Mt Pleasant Christmas Parade**. Last year we had **13 cars** in the parade. We will again participate this year on **Sunday, December 11th**. We will meet at **Mt Pleasant Radio at 450 W. Coleman Blvd at 3pm**. Plan to decorate your car with lights. Let **Wray Lemke** know if you plan to participate. There is more information on our [website](#).

On **Saturday, November 19th** we had a busy **Tech Session**, working on **two Spitfires** and a **Morris Minor Traveler**. More on that later in *The Windscreen*. You will see from the pictures that most were wearing masks. This is because **Frank Wissman and I** both tested positive for **COVID** a week before. We both had our boosters, so the symptoms were mild.

Frank Neill, Frank Wissman and I have been trying to figure out why the **Austin Champ** starter wasn't working since before **British Car Day**. The Champ electrical system is 24 volts. Everything is heavy duty



and designed to be driven under water. Most of the time, the starter would make a loud clicking noise. We did get to the point where occasionally it would actually turn the motor with all the plugs removed. We have become experts in removing and reinstalling the starter, having done it at least a dozen times now. We don't know the history of the starter, but it was obvious that it had been worked on before resulting in very questionable repairs. We cleaned and repaired all the electrical connections. One screw making connections to one of the brushes wasn't close to being tight. Another copper buss bar wasn't even connected. We haven't given up yet.

It's time to **renew your membership** to the club. We currently have **205 members**. If you became a member after **September 1st**, you are all set to the end of 2023. If you are unsure if you need to renew, just log into the **Members Only page** of our website and select **VIEW MY INFORMATION**. If your expire date is 1/1/2023 then you need to renew. You can renew at our [website](#).

If I don't see you before the holidays, I hope you have a wonderful holiday and a Happy New Year. 🇬🇧

Dave

WELCOME NEW MEMBERS

Tom and Mary Huff
1952 MG TD

Billy and Connie Pickens
1963 Austin Healey 3000 BJ7
1973 Triumph TR6

We Look Forward to Many Happy Miles Together!

VP'S CORNER by Bob Simons

Well, as the Holidays approach I have some thoughts on maintenance, both selves and vehicles. In the club we tend to focus on restoration and with driving, maintenance is the third leg of the tripod. Many folks take a little time off to 'recharge the batteries', maybe take a little trip, and this got me to thinking.

Get the vehicle maintenance done sooner to avoid interruptions in your plans, whether it's a cherished classic or daily driver (or both). Planning on new tires before a road trip? A broken stud can turn an afternoon in the shop into 'pick a different vehicle to stay on schedule'. The same goes for a water pump or any of a multitude of innocuous parts, and breakage always seems to occur when there is urgency.

Years ago (Many), I was planning to leave town early in the morning to catch the ferry to Cumberland Island (camping end, not Resort). The evening before, approaching the intersection of Calhoun & Rutledge, my clutch pedal lost all pull and plunged to the floor. I was able to coast into the service station at the corner (years ago), and the mechanic on duty (Many years ago) diagnosed a broken clutch cable, which he couldn't repair until he could get a replacement in (It was about 7pm). Unfortunately for his evening, I

knew Mike Rumph's favorite watering hole and called him there. He stopped by his shop on Archdale Street and brought a new clutch cable by. The on-duty technician went to work & I went on my merry way!

I have never experienced such a fortuitous chain of events since, and I don't think many service stations exist anymore. So, plan ahead, pace yourself - enjoy the holidays, and get ready for next year!! 🇬🇧



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GONE MISSING

Bob Brooks is missing two wood folding chairs and a Pendleton blanket. They may have been left at a recent car show. Contact Bob at rcbrooksod@aol.com.



COVER CAR STORY

1989 MORGAN 4/4

In 2010 I bought a 1956 Morgan +4 that was all apart with some parts missing. It was going to be a long slow project ...

In 2015 a friend of mine called me to ask if I knew of any Morgans for sale as his mother wanted one – his 92 year old mother Madeleine. She was British and a real character to anyone who knew her and she drove British cars her whole life. Over the years I found her a Sunbeam Alpine, a MGTC, a Sunbeam Tiger, a MGC, and this Morgan, which I first saw at the Columbia British car show in early 2015. At the show the owner had mentioned that it may be for sale so I called him and got more info about his Morgan and also found out how much he wanted for it. My friend bought it sight unseen and had me pick it up on my trailer and then keep it at my house for two weeks so I could drive it around and see if anything needed repairs to make it reliable

for his mother. On my first drive I fell in love with it and with only 9,000 miles it was like a new car and needed nothing! Two weeks later it sadly left my garage and I took it to his mother. I showed her all the things needed to get familiar with her new to her car and headed for home with my empty trailer. Two weeks later I got a call from my friend who told me her mother wanted to sell the Morgan as she could not shift it into reverse as her shoulder had never really healed after a previous surgery. And then he asked me if I wanted to buy it! I sure did, but would need a month to come up with the money. So, I sold two of my other cars and went to her house and brought my Morgan home.

One of the interesting things about my Morgan is that it is powered by propane. In the 1980's no new Morgans were sold in the USA as they did not meet emissions and safety laws. Luckily a Morgan dealer in California figured out how to modify new Morgans to meet these requirements by adding new safety bumpers, seat belts and the most difficult part-changing them from gasoline powered to propane. Many of these propane cars



COVER CAR STORY *(continued)*

1989 MORGAN 4/4

have been changed back to gasoline over the years but I like the advantages of propane power. No gasoline to go bad if not driven often, no carburetor to be clogged from stale gas, and the higher octane rating of propane (104-112) means no pinging – ever. Also when I get a refill at Ace Hardware the entire store empties out to watch.

Earlier this year Irene Breland started organizing Morgan owners to bring their cars for a Morgan weekend and to attend the Charleston British Car Club's show on October 29th. Kudos to her and for her persistence to get me to bring mine to the show as I usually bring a Sunbeam and get other Sunbeam owners to attend! I was then gobsmacked to win the Mt. Pleasant Mayor's Award. According to Irene, he made several trips around all of the Morgans but kept coming back to my car as the fact it was propane powered interested him. Thank

you Irene and to everyone for a great show.

So, what car did Madeleine buy to replace her Morgan? A V-12 XKE with an automatic! Her last car was a Rolls Royce Corniche. Sadly she passed in 2021 and I miss the emails and phone calls when she would check up on her Morgan. 🇬🇧

Eric Gibeaut



THE STAR OF THE SHOW : Glitz and Glamour on the Streets of Charleston

by Wray Lemke



This article was reprinted from the November/December issue of MGA! magazine.

I'm lucky enough to have the best of both worlds; owning an MGA and a Magnette pretty much covers the wonderful world of classic MG ownership and a restored '73 MGB convertible and a couple of GTs provide an MG for every occasion.

Not long ago, fellow MGA owner, club member, and road-running companion Ron Neal called me about doing a photo shoot for a magazine. He had been contacted first, but was in the middle of restoring yet another MGA, so he asked me if he could give them my number. I said yes, not really having any idea of what they were looking for.

When I spoke with the fellow from the magazine, he said it was something for the QVC magazine and that they were looking for a classic British sports car to use with some models showing shoes and summer sports-wear. I offered two cars, a '73 MGB and a '56 MGA. The '73 MGB, I carefully explained, was a totally restored to original spec MGB and was in excellent shape, the paint is great and the interior looks new. The car had won more than its share of awards and really did look amazing. On the other hand, I again carefully explained, the MGA had a shape that was beautiful and embodied everything that



characterized a classic British sports car, but was less than perfect. I was blunt about the condition of the car; the paint had lots of chips and blemishes, the chrome was pitted and worn, the windscreen's chrome looked old, and its glass had a crack. The interior was presentable but not new looking. The painted wire wheels had that worn and faded look that can't be cleaned off. In other words, it had a lot of "patina."

I sent them a bunch of pictures of both cars and the decision was immediate, they wanted the MGA, and



THE STAR OF THE SHOW

(continued)

there was no question about it. So, I found myself driving my '56 MGA into downtown Charleston to a picturesque cobblestone street called Middle Atlantic Wharf.

QVC had evidently rented the street for a day, as it was closed from one end of the block to the other, with a couple of cops to keep any traffic from invading the scene. The QVC folks were absolutely gobsmacked when they saw the MGA. I'd washed it then put a coat of wax on it. This had the wonderful effect of imparting a soft glow to the well-worn patina of the car, it looked comfortable and appreciated. The entire crew insisted on taking turns sitting in it and having their pictures taken.

The rest of the afternoon was pleasantly spent, on a mild spring day, in downtown Charleston, on a historic cobblestone street, passing the time with the crew and local gendarmes, and getting paid nicely for it.

Various models were positioned in and on the car, tons of pictures were taken of shoes and hats and shorts and blouses by high-strung photographers; "Gimmie that crazy smile! Gimmie that crazy laugh!" They were actually quite considerate of the car and took care not to damage it or do anything questionable without asking me first.

It was a unique experience and it was rewarding to see how smitten they were with the car. It was also an enduring testament to the beautiful style and shape of the MGA. How can you not be pleased when they fawn over your car? You just have to give them that knowing smile that tells them what all of us figured out long ago, that the MGA is the real Star of the Show. 🇬🇧



9TH ANNUAL ROCKABILLAQUE

Saturday, November 12, 2022

November 12th was a banner day in Charleston, SC. It was the **9th Annual Rockabillaque** on the main historic strip of East Montague Avenue in North Charleston. We call this area **Park Circle**, which is a large garden community founded in the early 1900s with a street grid plan around a central circular park that's 300 feet in diameter.

One of the defining features of today's Park Circle, is an **Olde Village District** with a wide variety of restaurants, residences, shops, and even a theater. After hours, Park Circle nightlife kicks in with its high-spirited eclectic mix of businesses, including wine shops, a beer bar, an authentic Irish pub, and a sports bar, to name a few; live music is a commonplace too all around the Circle.

So, what is *Rockabillaque*? It's a Food Festival. It's a Band Festival. It's an Automotive carnival and a tribute to the Dames of the 40's and 50's. And that's where this article will focus. Now, I've not attended any of the previous Rockabillaque events, so this was a new experience for me. Previous Rockabillaque Festivals have

drawn 15,000 people from all over the Low Country and this one was no different.

The day at the show started at 10 AM. The only other **Sunbeam guy** attending was **Dave Romanick** with his **1964 Black Tiger**. We arranged to meet before the show to arrive together and park next to each other. We got lucky and our wish came true.

The cars at this show were a complex mix of rat rods, customs, dream machines, rice-burners, trucks, choppers, some nicely restored vehicles, some well-preserved originals, and 6 Brits. Besides the two Sunbeams we saw a **Triumph**, 2 early **Minis**, and an **MGB 4X4**. We didn't count the BMW Minis scattered about the community.

The other stellar event at this show that I thought would be a welcomed change of pace for me was the **Pin-Up Girl contest**. I tell you, if I had the moxie when I was in my 20's to walk up to women, strike up a conversation, and ask to take their picture, I might not have arrived at my current stage of life without some serious broken bones and hospitalizations. But, as I get older,



9TH ANNUAL ROCKABILLAQUE

(continued)



rejection and disappointment do not matter anymore. I've learned to take things in stride and keep on going. Anyway, it's not likely that a old guy will get punched in the face.

Dave, with his son's family, and I wandered the streets of Park Circle taking in every sight to be seen. Along the way, I took pictures of some of the more nostalgic and obscene vehicles, and Pin-Up Girls wandering the streets around us. It was a beautiful day following hurricane Ian the day before, and by noon-time Park Circle was elbow to elbow with people.

Having our Sunbeams parked side by side at this autojumble was a great teaching experience for us. It's interesting to me that so many people have never seen a Sunbeam. So, our objective was to educate the public about Rootes history, vehicles, and the evolution of the Series Alpines and Tigers. The day went by quickly because Dave and I were constantly talking Sunbeams.

The comparison of my '63 Alpine GT and Dave's '64 Tiger showed the change from the finned Series 1-3 cars and the squared tail of the Tiger. When asked what's the difference between Alpines and Tigers, the answer was simple... 4 more cylinders. There were people around our cars all day long with stories of their experiences with Sunbeams and their appreciation for such interesting and beautiful cars.

Yeah, it was a great day and one I'll do again next year. Awards were given out, but Dave and I didn't stay till 5:00 to see who won what. Our award was the draw that our Sunbeams had parked among all the other 'vehicles' that were towed or driven into the show. We really felt appreciated by the other car owners and enjoyed their presentations and conversations as much as they enjoyed ours. 🇬🇧

Rich Fritz

SEA ISLAND CARS & COFFEE

Saturday, November 19, 2022



Gary and Janet Perrault's 1969 MGC



Gary and Janet Perrault's 1969 MGC



Potential member Jack Russell's Morgan



Fun decal on a Porsche



Potential member Jack Russell's Morgan

SEA ISLAND CARS & COFFEE
Saturday, November 19, 2022



Robert New's Morris Minor



Gordon and Sue King's Bentley Continental R



Robert New's Morris Minor



Gordon and Sue King's Bentley Continental R



Michael Gaskins 2022 BCD award winning Jaguar Mk IX

LBC TECH by Dave Rosato**Teddy Mengedoht's Spitfire Transmission, Pamela Brown's Spitfire Differential, and Yank Sefton's Morris Minor Traveler's Brakes**

November 19th was a busy day at the **Rosato Garage**. One goal of the day was to reassemble **Teddy Mengedoht's Spitfire** transmission that was disassembled by **John Twist**. Teddy bought many new parts. **Pamela Brown's Spitfire** that she recently purchased had a very loud differential. It is noted that when we worked on the car for the prior owner, the differential was dry. **Dennis Wunsch** offered a differential from one of his parts cars. So, the second goal was to swap the differentials. The third goal was to get the brakes working on **Yank Sefton's Morris Minor Traveler**, replace a wheel stud and get the carburetor working properly. We had eleven club members, including the very qualified new member **Tom Huff**. This was enough people to work on all three project simultaneously.

Teddy's transmission was a unique challenge in that we only watched the disassembly. This is like driving someplace new as a passenger as opposed to the driver. You don't really absorb all the details. YouTube videos and the shop manual that Teddy bought were great helps. Tom Huff spent much of the day with Teddy. It was obvious that this wasn't Tom's first time inside a transmission. By the end of the day, the transmission was nearly finished. Teddy took the transmission and parts home and got it completed at 1am. Oh, to be young again.

We all took a nice lunch break as Pamela Brown made a lunch for everyone.



Teddy and Tom reassembling the transmission.



Gene Carter, Frank Wissman and Dennis Wunsch's son Joe attacked Pamela's Spitfire. The three sets of u-joints looked good so they were unbolted from the differential.



Tom Meservey taking the Spitfire for a test drive.

LBC TECH (continued)

When we went to move the Morris Minor to the front of the garage, it wouldn't start. It had a new carburetor that was previously installed. We couldn't even get it started using starter fluid. We put the original carburetor back on and it started right up. One reason the carburetor was replaced was because the accelerator pump was leaking gas. But after taking it apart and putting it back together, it was dry.

The front right wheel of the Morris Minor was jacked up and the wheel was removed. The hub needed to be removed to replace the lug bolt. While it was off, the wheel bearings got new grease. The spinning lug bolt fell right out. With the use of an impact wrench, the

new bolt was pressed in. At this point, the Spitfire was taken off the lift and taken for a test drive, leaving the lift available to the Morris Minor. All the wheels were removed making it easy to access the bleed valves. The vacuum bleeder that **Frank Neill** donated to the club was used. Starting at the bleeder furthest away from the master cylinder, each wheel was bled. The brake peddle was still spongy indicating that there was still air in the system. So we went back to the old way. The bleeder valve was opened then the brake pedal was pressed to the floor. The valve was closed and then the pedal brought back up. While the pedal was being pressed, the fluid drain line was watched for air. This was kept up until no more air came out. This was done for each wheel. We then had a nice firm brake pedal. 🇬🇧

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LBC TECH by Frank Wissman

Randy Dickinson's MG-TD Engine Installation

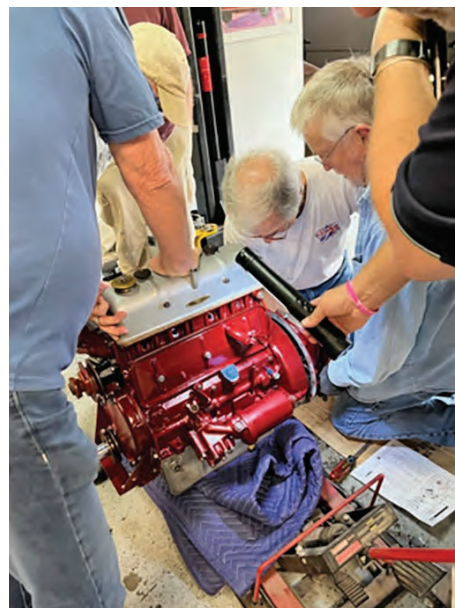
A quick recap – the engine was worse than expected, a complete rebuild of both the engine and transmission was completed and now it's time to install them and make the TD run again.

It's **Tuesday** after **BCD** and we are set! The first step was the only one that had me nervous. The engine is in the back of my truck, and we had to get it safely on the ground without a lift or hoist. As it turns out, Dave has a motorcycle

jack that goes just about to the height of the back of my truck. So, we just slide it over using some moving blankets as slip-sheets and are done. A nice win to start the day.

As long as we are at it, we probably should push the car back into the garage.

The next step is to install the clutch & pressure plate. We used an improvised clutch alignment tool that was last used on **Tom Meservey's Midget** in last month's issue of *The Windscreen*. That went well so the rebuilt transmission shift-



ing was re-verified on the bench and bolted up to the engine.

For some reason, it was more tricky than usual to hook the hoist up to the engine but that isn't going to stop this team. At last, the engine is in the air, and the car is rolled into position.

Raise the engine some more, move the car forward a little, jiggle things around and take a look at where we are. Stuck, it seems. For one thing, the front engine mount mounted nicely to the plate on the engine, but the mounting studs don't line up with the holes in the frame. Ah – because we still had the old, oil-soaked mount in

LBC TECH by Frank Wissman

MG-TD Engine Installation

(continued)

place and were trying to stack up two mounts. OK, that was quickly corrected, and we are still stuck... Simply put, we need a half inch more clearance by the firewall and there just isn't any to be had. And not for a lack of trying, I can assure you. It turns out that the firewall can be loosened and pushed back at the top, which is where we needed the room. It worked, but we are a little stumped since the engine came out without having to free up the firewall. But we are feeling OK as both the front engine mount and the transmission mount line up and now we can put everything back on. We quickly see that the engine wants to rub against the steering column, so now is a good time to install the stabilizer link assembly which will pull the engine to the passenger side, which is what we need. Except it doesn't fit, it's about ½ " too long after it's been adjusted to its shortest length. But it fit fine before at a longer length, so like I said – stuck. The only thing to do is to shorten the turnbuckle, so we did. And that's pretty much the day.

Wednesday Dave and Frank N. start the session early and I join them around noon. The carbs are installed, the battery is charged, time to spin the engine and see what the oil pressure is. Dave engages the starter manually, triggering the starter solenoid on the firewall. The engine spins nicely

– so far, so good. Going in 5–8 second bursts, we try and try but no pressure is showing on the gauge. OK, disconnect the gauge and see if oil pumps out of the line. Nope. OK, remove the valve cover and see if the rocker assembly is getting oil – nope. Many more tries, nothing. There is an oil prime hole on the pump, we open that up and pour in about 4 ounces of oil – nope. We open the oil filter cannister and that's dry, too. TD's are legendary for being difficult to prime the oil pump, and the forums have many possible cures, but this didn't go the way we expected. The day ended with no oil pressure and some long faces.

Thursday Dave and Frank N. are back at it again and trying to get the pump to prime. Turning the wheels backwards didn't work at all, towing the TD behind Frank's truck didn't work, either. Finally, a hand-held vacuum pump used to bleed brakes is attached to the oil pressure gauge line and lots of pumping ensued. Finally, (!) oil and air and oil come out of the line! The line is re-attached, and the starter can generate 40 psi of oil pressure! The exhaust is installed and when filling with coolant, the rear head cover plate now has two leaks which weren't there when the engine last ran. Removal shows it's been crudely modified before by blanking off a hot water pipe. A quick weld repair is done and on to setting the timing.

That goes well but when trying to start the car; loud, horrible, and



expensive sounding noises kick in. Oh, and with the ignition on, the fuel pump is also on and fuel is gushing out the back carburetor. Dave pulls off the cover on the fuel bowl to discover the float pivot pin was missing. While looking at the bowl cover, the fuel line touched the battery terminal. You guessed it, a spark and then fire.

LBC TECH (continued)**MG-TD Engine Installation**
(continued)

Some frantic blowing put it out as Frank came running over with the fire extinguisher. The fuel leak is remedied and another day ends.

Friday I join Dave and Frank N., picking up from where Thursday left off - the engine makes a horrible noise when running, but not making noise when turning over on just the starter. The noise is hard to locate but it seems to be in front. All I could do is wonder what did I do wrong on the build, it makes noise only when there is combustion pressure so I'm thinking connecting rods or worse. I'm thinking the timing is off 180

degrees or too much advance, we check and adjust and recheck the timing for an hour and it's spot on. Compression is checked and all cylinders read 170 psi, which is pretty good. And then it dawns on us that the starter motor is still engaged when the engine catches and runs, so of course it sounds bad. Following correct starting procedure, the engine runs quietly, has 45-50 psi oil pressure and pretty clean exhaust. An oil leak is fixed, and a few short test drives around the driveway show the engines pulls nicely and all gears can be engaged, so we now have a car!

Randy comes over with the seats and a few odd parts and

finally gets to drive his TD home. And on his first drive, Randy was easily able to hit 60 MPH.

Epilogue

Randy was able to take his daughter to *Deep Water Winery* on the 12th when she came out for her visit, which is as good of a reward as you could ask for. Some remote trouble-shooting of an oil leak followed, which was easily solved. The TD has hit 75 now and no problems reported! I wish there was an answer for the long-lost tonneau cover, but not yet. 🇬🇧



ROSMERTA'S RECIPES

Shepherd's Pie by Elizabeth

Stephanie Smith, Carl Jennings Frazier Smith's wife, has contributed two recipes for this issue of *The Windscreen*.

Harry ate his Shepherd's Pie without much of an appetite in *Harry Potter and the Chamber of Secrets* as he had to spend time in detention with Professor Lockhart and answer his fan mail.

Now you can enjoy your Shepherd's Pie with the help of this recipe from Elizabeth.



Ingredients

- 1 pound ground beef or lamb
- 2 tablespoons vegetable oil
- 1 medium onion sliced
- 1 clove of garlic minced
- 1 jar Heinz beef gravy **or** (if making gravy from scratch: 1 tablespoon all-purpose flour, 1 cup chicken stock and 2 tablespoons of tomato paste)
- 1/2 teaspoon salt and fresh black pepper to taste
- 1 carrot (optional)
- Mashed potatoes (use your own recipe for the potatoes)

Directions

Step 1: Using a skillet on stove top and medium heat, brown the ground beef or lamb. Break up all clumps until it is evenly crumpled.

Step 2: Drain the grease from the meat and remove meat from skillet to set aside for a few minutes. Wipe out grease from skillet using paper towel.

Step 3: Pour vegetable oil in skillet and sweat onions (soften but not colored) and add garlic.

Step 4: Pour ground beef or lamb back into skillet with onions and garlic and combine.

Step 5: Add 1 jar of Heinz beef gravy, carrot, salt and pepper. (**OR** Add flour, chicken stock, tomato paste, carrot, salt and pepper).

Step 6: Raise the heat and bring to a simmer for about 15 minutes (until carrot is softened).

Step 7: Remove from heat, place meat in 9-inch deep baking dish and top with prepared mashed potatoes.

Step 8: Preheat oven to 350F

Step 9: Bake Shepherd's Pie for approximately 45 minutes (bubbling around edges and mashed potatoes turns a deep yellow almost brown color)

Step 10: ENJOY!!

Source: <https://www.mugglenet.com/2011/01/shepherds-pie-elizabeth/>

Harry Potter's Car of Choice - The Flying Ford Anglia 105E

The **Anglia** was a compact car manufactured by **Ford UK** from 1939-1967. The **Anglia 105E** was the fourth-generation of the badge, launched in 1959. All three body styles (saloon, rear hatch estate car, and windowless panel van) had just two passenger doors and a 90.5-inch wheelbase. The average Anglia weighed 1,624 lbs; power came from a 997 cc OHV inline-4 engine. Ford UK mated this engine to a four-speed transmission; new to the fourth-generation were synchros for the top three gears.



STICKY TOFFEE PUDDING

Serves 8

Stephanie Smith, Carl Jennings Frazier Smith's wife, has contributed two recipes for this issue of *The Windscreen*.

For the Pudding

- 3 oz. butter, at room temperature
- 5 oz. caster brown sugar
- 2 eggs, medium size, beaten
- 6 oz. self-raising flour (all-purpose flour), sifted
- 6 oz. stoned dates, chopped
- 6 fluid oz. boiling water
- 1/2 teaspoon vanilla essence
- 2 teaspoons coffee essence
- 3/4 teaspoon bicarbonate of soda



For the Sauce

- 6 oz. soft brown sugar
- 4 oz. butter
- 6 tablespoons double cream
- 1 oz. pecan nuts, chopped
- Vanilla

To Serve

- Chilled pouring cream

For Cooking

You will need eight 6 oz. metal pudding basins or eight 3-inch ramekin dishes, lightly oiled with groundnut oil, a Swiss roll tin, and a baking sheet.

Method

Pre-heat the oven to 350 F, 180 C

Begin by putting the chopped dates in a bowl and pour boiling water over them. Then add the vanilla, coffee essence and bicarbonate of soda, and leave to one side. Next, in a large mixing bowl, cream the butter and sugar together, beating

(preferably with an electric hand whisk), until the mixture is pale, light and fluffy. Now gradually add the beaten eggs, a little at a time, beating well after each addition. After that, carefully and lightly fold in the sifted flour using a metal spoon, and then you can fold in the date mixture (including the liquid). You will probably think at this stage that you have done something wrong, because the mixture will look very sloppy, but do not worry, that is perfectly correct, and the slackness of the mixture is what makes the pudding so light. Now divide the mixture between the eight containers, place them on a baking tray and bake in the oven for 25 minutes.

When they are cooked, leave them to cool for 5 minutes, then, using a cloth to protect your hands, slide a small palette knife around each pudding and tum it out. If they have risen too much you may have to slice a little of the tops so that they can sit evenly on the plate. Now place the puddings on a shallow Swiss roll type tin. Next, make the sauce by combining all the ingredients in a saucepan and heating very gently until the sugar has melted and all the crystals have dissolved.

To serve the puddings, pre-heat the grill to its highest setting, and pour the sauce evenly over each pudding. Place the tin under the grill so that the tops of the puddings are about 5 inches from the heat, (knock any nuts of the top to prevent them browning) and let them heat through for about 8 minutes. The tops will become brown and slightly crunchy, and the sauce will be hot and bubbling. Serve with chilled pouring cream and sit back to watch the looks of ecstasy on the faces of your guests.

Note

If freezing, freeze puddings when cooked and cooled. After freezing, defrost and pour freshly made sauce over them and reheat. Always make fresh sauce when using them after freezing.

Enjoy your taste of Scotland!

FOR SALE

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



1972 MG Midget - 1275 Engine 3:55 Differential
Excellent shape - 1st place class winner at British Car Day. Asking **\$14,000**. Contact Frank Neill at 843 822-3229 or fneill1949@gmail.com



1976 Triumph TR6 - Good condition and good driver. Asking **\$12,500**. If interested call 757-646-5260 or email paulszejik20@gmail.com.



1974 Triumph Spitfire - Very good condition with lots of upgrades. Asking **\$9,000**. Contact **Dan Lorentz** at dan@danlorentz.com.

If you're interested, I've driven the car and have more pictures. Contact me, **Dave Rosato**, at Dave@BritishCarClubCharleston.com.



HAPPY BIRTHDAY

For December

Niall	Mays	1
Lois	Neal	1
Dee	Doniphan	4
Rich	Feit	4
Ian	Purches	6
Susay	Saye	7
Terry	Murphy	8
John	Pohle	9
Kit	Streets	12
Judy	Wharen	13
Dennis	Pieschke	14
Bobby	Joly	19
Richard	Oberzan	23
Denise	Neal	23
Darren	DeNett	24
Paul	Brown	27
Tommy	Harken	27
David	Rosato	27
Janet	Perrault	28
Susan	Harrington	29
Janet	Newham	29
Joan	Tucker	29
Tami	Davies	31
James	Tanton	31
Ellen	Harley	31

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DID YOU KNOW?

Long before the Mini came another tiny British car that was an engineering marvel and international success. The **Austin Seven** was conceived in the early twenties as a 'proper car in miniature' to supplant the motorcycle and sidecar combinations that were the choice of a whole generation of impecunious road users.

The model was a huge success, and was copied and modified all over the world. Production lasted from 1922 until 1939, and other automotive brands including **Jaguar**, **Lotus**, **BMW** and **Datsun** all began making derivatives of the Seven.

- Price when new: **£135**
- Price now: **£5,000-£25,000**



Source: AutoExpress.co.uk

DECEMBER 2022

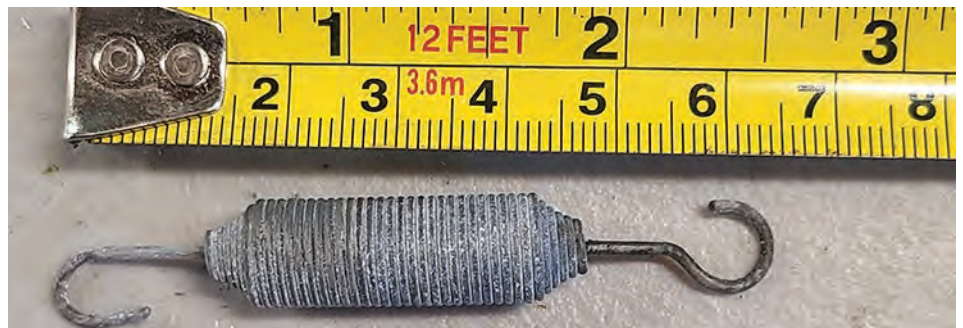
See the BCCC Events Calendar at <https://www.britishcarclubcharleston.com/Events.html> for up-to-date events.

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8 10am <i>Tech Session at Dave Romanick's in Summerton / Windscreen and Hatchback Glass</i>	9	10 10am-11:30am <i>BCCC Monthly Meeting - Rutledge Cab Company</i>
11 3pm-7pm <i>Mt Pleasant Christmas Parade</i>	12	13	14	15	16	17 9am-11am <i>Sea Islands Cars and Coffee</i>
18	19	20	21	22	23	24 <i>CHRISTMAS EVE</i>
25 <i>CHRISTMAS DAY</i>	26	27	28	29	30	31 <i>NEW YEAR'S EVE</i>

Have a suggestion for a place you'd like to visit? Contact Millie Horton at millie.horton2@gmail.com.

LOST & FOUND

Found on the ground outside **The Rosato Garage**. It looks familiar, but I can't place it. It could be to a **Spitfire, MGA, MGB, MGTD, Morris Minor, Triumph TR6, Sunbeam**, or ... Contact [Dave Rosato](#) if you recognize it.



BCCC FOUNDED 1983

MEETINGS HELD THE SECOND SATURDAY OF EACH MONTH

(Unless otherwise specified)

OFFICERS

Dave Rosato	President	(508) 864-3393	Dave@BritishCarClubCharleston.com
Bob Simons	Vice President	(202)316-8111	bobdad@gmail.com
Dave Rosato	Acting Treasurer	(508) 864-3393	Dave@BritishCarClubCharleston.com
Irene Breland	Secretary		irenebreland@comcast.net
Frank Neill	Membership Coordinator	(843) 822-3229	fneill1949@gmail.com
Lynn Rosato	Regalia Sales	(412) 849-5081	lrosato525@comcast.net
Gary Brown	Editor	(650) 714-1577	gbrown@meptec.org
Millie Horton	Events Coordinator		millie.horton2@gmail.com

TECHNICAL ADVISOR

Darryl Beech	Mr. Wizard	(843) 552-6555	Britishmechanic@bellsouth.net
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WEBMASTER

Dave Rosato	Dave@BritishCarClubCharleston.com	www.BritishCarClubCharleston.com
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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:

Frank Neill (BCCC)

2997 Sweetleaf Lane, Johns Island, SC 29455

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

Name: _____ Street:: _____ City:: _____

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

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

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

Membership name badge: \$13.00 each

Name on second badge : _____

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

Signature: _____ Printed Name: _____ Date: _____

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