



The WINDSCREEN

JULY 2022

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

Volume 39, Number 7



1953 MGTD / Owner: Bob Simons

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PREZ SEZ by Dave Rosato

I want to thank **Gerry Odenbach** for taking on the treasurer position for the club. Gerry recently sold his house and is moving to Florida. We wish him all the best.

We had another wonderful picnic at **Hallie Hill Animal Sanctuary**. The beautiful cabin that was disassembled in western Virginia and reassembled at the sanctuary, gave us problems from the start. First the air conditioning stopped working. For a day expected to be in the 90's, this was important. Between the sanctuary director, **Jennifer Middleton**, and myself, we found the problem and temporarily fixed it. Then the water to the toilets stopped. This was also temporarily fixed. Jennifer started the picnic by giving us a history of the sanctuary. I then conducted our Monthly Meeting, covering much of what I include below. We then had lunch with sandwiches and drinks provided by the club and wonderful side dishes and deserts provided by club members. Lynn then gave a tour of the sanctuary. The sanctuary very much appreciated all the donations from the club.

We've set the dates for the **Blue Ridge Mountain Drive, September 29th to October 3rd**. We have 11 cars and 17 people participating so far. If you act fast, there are still accommodations at **Emberglow** available. If you do plan to join us, please contact me first to get the discount code. **Emberglow Outdoor Resort** is where we are staying, which offers unique accommoda-

tions, like tiny houses, yurts, pods, vintage trailers and tree houses. Each day we'll take drives to the local hills and valleys around **Lake Lure** and to the Blue Ridge Mountains along the **Blue Ridge Parkway** and the **Diamondback**. We may visit wineries, breweries, apple orchards and waterfalls.

We have 20 cars registered for **British Car Day** already. Eight of them are **Morgans**, our Spotlight Marque. This year we have organized a very special **Welcome Reception Friday**. It starts at 11am with a caravan from **McLeod Plantation** to **Charleston Tea Garden**, about an hour drive. At the tea garden you can see how the only tea plantation in the United States processes the tea leaves. You can also take a trolley tour of the place. After heading back to McLeod Plantation, the **Authentic British Tea** will start at 1pm. For two hours you will indulge in a variety of housemade tea sandwiches and pastries with bottomless teas. Then at 3pm we will take a guided tour of McLeod Plantation. The evening **Welcome Reception**, included with your **BCD registration**, will start at 5pm. It will be at the **McLeod Plantation Pavilion** on the shores of **Wappoo Creek**. **Top Shelf** will again cater the event and will provide a cash bar. The large stone fireplace in the pavilion will give us a little atmosphere and heat if needed. There are limits to some of the Friday events, so signup soon! With 20 cars registered, we have 17 signed up for the **British Tea** (limited to 50) and 26 for the **McLeod tour** (limited to 40). For details and to register, [go to our website](#).

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 [Frank](#) for name badges. For other regalia contact Lynn Rosato at 412-849-5081 or lrosato525@comcast.net. Only \$30 for a **BCCC Grille Badge**.



PREZ SEZ *(continued)*

We had another couple of **Tech Sessions** in June. The first was used to address a list of issues with **Robby Joly's MGB**. We replaced the clutch slave cylinder, adjusted the valves, adjusted the fuel/air mixture and fixed a rubbing noise at a rear brake drum. The second session entailed working on the carburetors on **Gary Brown's MGA**. The last time Gary and I got together, we used **ColorTune** to adjust the fuel/air mixture in his MGA. The front carburetors adjusted fine, but the rear would not change to blue. It turned out to be the choke was sticking. So, at this Tech Session, we replaced the jet bearing set. Gary bought the **Moss Motors** kit called **Superdry**. It was an easy replacement, once the carburetors were on the table. We also added a sway bar to Gary's A. This was one of the first things I did when I bought my MGA. Unfortunately, on the way home, Gary's A started to overheat and steam started coming out from the hood. He blew a freeze plug. If you are wondering about the status of **Randy Dickinson's MGTD** engine, well, Simons bored the cylinders to 0.08" over. *Unfortunately, pistons and rings of this size are non-existent.*

We are having a **Tech Session** on **Frank Neill's Midget** on **Friday July 8th**. All are welcome. Our next **Monthly Meeting** is on **Saturday July 9th**. It will be at **Riverfront Park in North Charleston**.

As usual, more information on the **Blue Ridge Mountains Drive, British Car Day**, future events and **Tech Sessions** can be had at our [website](http://www.britishcarclubcharleston.com). 🇬🇧

WELCOME NEW MEMBERS

- Pamela Brown**
1979 Triumph Spitfire
- Grace and Robert Clark**
1950 MGTD
- Daniel Mengedoht**
1980 Triumph Spitfire
- Susay Saye**
2015 Mini Cooper Roadster

HAPPY BIRTHDAY

For July

| | |
|----------------------|----|
| Jeffrey Adams | 4 |
| Donna Killius | 4 |
| Renee Jamison | 5 |
| Ronald Neumunz | 7 |
| Elizabeth Pohle | 7 |
| Phil Sumner | 8 |
| Kimberly Caristi | 8 |
| Gene Carter | 12 |
| Gary Perrault | 12 |
| Bill Unger | 14 |
| Cindy Dailey | 16 |
| Linda Ramstadt | 18 |
| Andy Beall | 21 |
| Laura Shinall | 21 |
| Jeannette Wisniewski | 23 |
| Michael Carnell | 24 |
| Shanon Nickles | 24 |
| Gerry Odenbach | 26 |
| Paul Palmer | 26 |
| Eleanor Harris | 27 |
| Steve Killius | 28 |

DID YOU KNOW?



A NASCAR win for Jaguar? It's true, a **Jaguar XK120** piloted by Al Keller won a NASCAR race back in 1954. NASCAR banned imports after the 1958 season, and the 'imports' racing today, like Toyota, qualify because they are made in the USA.

VP'S CORNER by Bob Simons

Well, normally at this time of year I celebrate the British Empire's shocking defeat on the 28th of June, 1776, here in Charleston, by parading in seersucker, enjoying a light repast & libations, and despite driving a TD, generally being an 'ungrateful colonialist'. This year, however, due to a run-off election, I spent the holiday working as a poll manager in the fundamental process of our Republic.

In a very British way, however, the manager is not the person in charge, it is the Clerk who actually runs each polling location, and the managers work for him/her. My Clerk, oddly enough, is also named Bob, and similarities don't stop there. Through the course of the day between the sparse turn-out for a primary run-off election, we had a lot of time to talk about a lot of similar interests. It turns out Bob reminisces about the days when he and his wife had matching Triumphs (well, a TR6 and a Bonneville), which routinely confused the DMV. Now they both have modern Minis. He regaled me with the story of a friend in Ohio who spent years courting and now restoring an MGA Twin-Cam with a racing provenance. He even admitted to writing the occasional article for "Just British", and missing his Triumph Triple.

Naturally, I remarked on how an active membership in the BCCC sounded like just the thing for him and the missus, several times. I expect a new membership soon. Remember, people with similar interests end up in similar places. Odds are, you know someone who would enjoy the Club, so be sure to let them know about it!

And OBTW,



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COVER CAR STORY

1953 MGTD

Well, the car on the cover of this issue of *The Windscreen* came to my attention when a co-worker mentioned I should buy it instead of the Norton motorcycle that I was searching for. I held him off for six years, but within a week of finally buying the motorcycle of my dreams, I traded a small and conveniently timed inheritance for the car instead of letting it go to an uncaring commercial broker.

While we worked the same watch section at a 'Three Letter Agency' in DC, my friend had filled me in on the cars history. As a pilot, watch collector and 'machine head', he had selected the car as a gift for his father to drive in retirement. It was a beautiful example. White Post in Virginia had done a frame off color change and much additional work while a previous owner spent ten years working for another 'Three Letter Agency' in Europe. It came with binder of receipts: "\$1.37 for long distance call", "sandblasting (every component of the body & frame) \$301.00".

He would send money, they would roll it out and work on it and roll it back, then repeat. She was pretty, well cared for and complete.

Sadly, my friend's father had only driven it lightly and sporadically before it came to languish in his garage. I was working at a completely different 'Three Letter Agency' years later when I assumed responsibility for her, and by then she needed 'recommissioning'...

Mountjoy's in Hyattsville, MD helped me get her running, and after several small outings I was cruising up the BW Parkway to Ft. Meade when the radiator exploded. Since it is unpressurized, it was a cause for concern. Once repaired, they still weren't happy with the engine, but they 'knew a guy'.

Ray had raced TDs when he and they were both new, now he had a machine shop full of rare engines from Duesenberg's, Cords, and my little TD. I told him that I wanted to really drive it, so once he got inside and looked it over, let me know if I should order anything like a new camshaft, from Moss. He replied "I used to make those for Moss". I said "Well, then you put it together the way you think it ought to go, and



COVER CAR STORY *(continued)*

1953 MGTD

I'll take it". He discovered the #4 connecting rod had been installed incorrectly at the factory in '53. Fixed, the engine went back in mated to a new 5-speed because, well, why not. A synchro in first is awfully nice in modern traffic.

By this point I had learned my car had had many period modifications, bonnet louvers, later model rear axle, probably in an attempt to deal with overheating. After all, who thinks of incorrect assembly at the factory as an issue? So, after failing to stop at a red light (filmed and shared by a friend following), she got disc brakes from an MGA in the front end also. Now my front & rear wheel lug patters matched.

In 2012 I drove her home from DC, found the Club, and really started taking her out. I found a few more issues. The rocker shaft had been installed after three pints at lunch by the same guy that put in the #4 conrod (corrected by yours truly). I learned that modern fuel filters have absolutely no business between the tank and an SU fuel pump. In short, under my stewardship I'd like to think both the car and I have improved. There are still things I'd like to address, but



I'd take her anywhere on a moment's notice. Not bad for a 1953 engine, even if the rest of the drivetrain is a little like Johnny Cash's Cadillac.

The cover picture was taken on the **Tail of the Dragon** at about 12:30 on a Wednesday. Due to prior commitments, I couldn't leave with the rest of the club, so I left Charleston about 9:PM Tuesday night. 801 miles later I was home Thursday after noon without incident. We are all familiar with the commercials discussing amounts spent and 'priceless' results, well, I can appreciate that... 🇬🇧

Bob Simons



BCCC JUNE 2022 MEETING AND PICNIC

Saturday, June 18, 2022



BCCC JUNE 2022 MEETING AND PICNIC

Saturday, June 18, 2022



NOTES FROM OUR GT47 ROAD TRIP

by Susanne & Wray Lemke

We've had a good trip... with the exception of blowing a trailer tire on rough Colorado roads coming in. I was driving.

Wray got us fixed up. Found a 4 work bay NAPA in Limon, CO. Young workman said Limon stands for "Living In the Middle Of Nowhere"! :-). Two new tires \$208, included labor – definitely better than Mt. P prices. Ate supper at Limon truck stop – chicken fried steak and nice waitress with ponytail, of course.

Had a good week at **GT47**. About **130** cars, **8 Magnettes**. Lots of A's, some GTs, and one (yes, one :-) Triumph.

Tire kicking at hotel and visiting with long time friends was, as always, the best part. **Queen Mum won 2nd prize** – Wray did a wonderful job, she looked great.

The Magnette group loved the glasses Wray had made for them, gave away 48.

Met **Dennis's daughter, Georgia**. **Paul & Ann Nodtvedt** also came by – they were in CO for friend's wedding.

Out of Colorado, through endless Kansas (saw bison!), then Missouri, Illinois, and Tennessee ... heading home.





The British Car Club of Charleston
Proudly Presents

The 37th Annual BRITISH CAR DAY

*Featuring
Special Spotlight Marque*



SATURDAY OCT 29 2022

Palmetto Islands County Park

Free to the public, **11AM - 3PM**, with park entrance fee.

For information and car registration visit www.BritishCarClubCharleston.com



ABANDONED TRIUMPH SPITFIRE, METROPOLITAN AND MORE!

by Tom Letourneau

I am sure many club members are familiar with Tom Cotter's "Barn Finds" cable TV Series and his hard cover books of the same name. Also, "Classic Motorsports" magazine that devotes pages to photos of cars that "Ran When Parked"... and now sit abandoned in one's side yard, a field, God only knows where else. And in a majority of instances many of these vehicles are of "Our Niche" = "European"!

I have been doing "Barn Find" and "Ran when Parked" articles, and photography, for over 15-years for 2-different magazines, Classic Motorsports, published here in the US, the other one is located in the UK.

However, over the past year, since moving to Daniel Island from Rogues Island, the pickings have been "Slim to None" vs. the plentiful supply of such 'Crittters' throughout Southern New England!

I was back home in RI for the entire month of June visiting friends and family and to attend the annual Vintage Car Races at Thompson Motorsports Park, Thompson, CT., wherein I'm still on the Staff!

A few weeks ago, before leaving, in reading my hometown newspaper, "The Valley Breeze", there was an article on "Jakes Place" that caught my attention.

And, before we go any further, here is a link to that article. (Go ahead, take a quick peek!)

https://www.valleybreeze.com/lifestyle/it-was-an-organized-chaos/article_ee49f5e0-cccf-11ec-b82e-5bf8ee9ad727.html

I'm sure most of us have heard of such places. (The TV Show "American Pickers" was all about them!) Maybe you have actually visited one?



ABANDONED TRIUMPH SPITFIRE, METROPOLITAN AND MORE!

(continued)

For over 30-years I would drive by Jake's on my way to Thompson Race Track...often I would stop, peering through the dusty, clouded-up, windows, curious to what might be the treasures inside. And, not once was Jake ever there!

On Saturday, June 4th, I went to Thompson to attend a "Sports Car Drivers' Association" Event!

After wrapping-up my shift I decided to go home by way of Rt.44. That meant I would be passing by Jake's!

As things would have it, all the doors were open... needless to say I stopped!!!

BINGO!

Every vehicle in the article (if you read it) were there, and more, except for the 1935 Mercedes Benz Cabrio. The person handling the liquidation (Knock

On Wood Antiques of East Providence, RI) who was there, told me he had brought the Benz to his home garage in the Rumford section of East Providence, RI. And, he invited me to his home to see it and take photos.

And while that Mercedes had just about all of my attention, in addition were, of our "Species", a Spitfire and a Metropolitan. In my very early days, as a "Wrench", in a multi-line Imported New Car Dealership (12 of them) I worked on both of these Sleds!

The Spitfire was "BURIED" behind the Metropolitan and that Hot Rodded Ford with the engine missing! At first it was not at all visible ... I found it by accident!!



Tom Letourneau

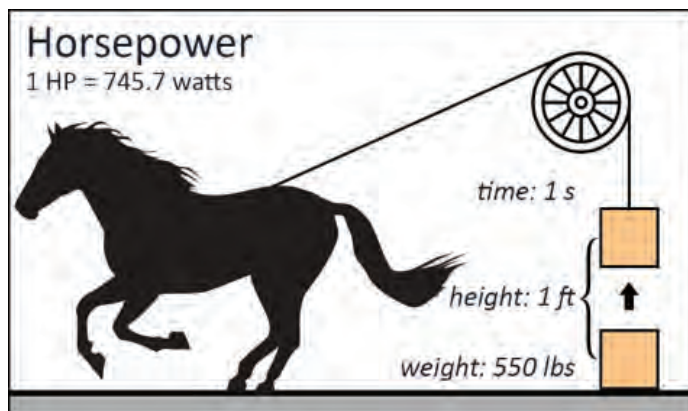


ASK MR. BENTWRENCH®

Bob Hitchcock
British Sports Car Club of Louisville

Horsepower Explained & Defined

Just for some brief but interesting history, the concept was developed by Scotsman James Watt in 1783 to help market his improved steam engine. Watt determined that a pony could lift an average 220 lbf 100 ft per minute over a four-hour working shift. Watt then judged a horse was 50% more powerful than a pony and thus arrived at the accepted 33,000 ft/lbf/min figure. With this working convention, one could easily approximate the number of teamed horses his steam engine would replace. And so it began!



SAE Test Standards – For the gasoline engine the SAE early on established measurement correction standards for barometric pressure, humidity and temperature albeit relatively idealistic. In 2005, SAE tightened its horsepower rules to eliminate the opportunity for engine manufacturers to manipulate factors affecting performance such as how much oil was in the crankcase, engine control system calibration, and whether an engine was tested with premium fuel.

Brake Horsepower (BHP) - Brake horsepower is the power measured at the crankshaft just outside the engine after frictional losses within the engine (bearing drag, rod and crankshaft windage losses, oil film drag, etc. and before the losses of power caused by the gearbox and drive train inefficiencies.

SAE Gross BHP – Prior to 1972, tests an engine without alternator, water pump, and other auxiliary components such as power steering pump, muffled exhaust system, etc., so the figures were higher than the European figures for the same engine.

SAE Net BHP – Since 1972, tests an engine with all the auxiliary components. Specifically, testing protocol calls for standard production-type belt-driven accessories, air cleaner, emission

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controls, exhaust system, and other power-consuming accessories. This produces ratings in closer alignment with the power produced by the engine as it is actually configured, advertised and sold.

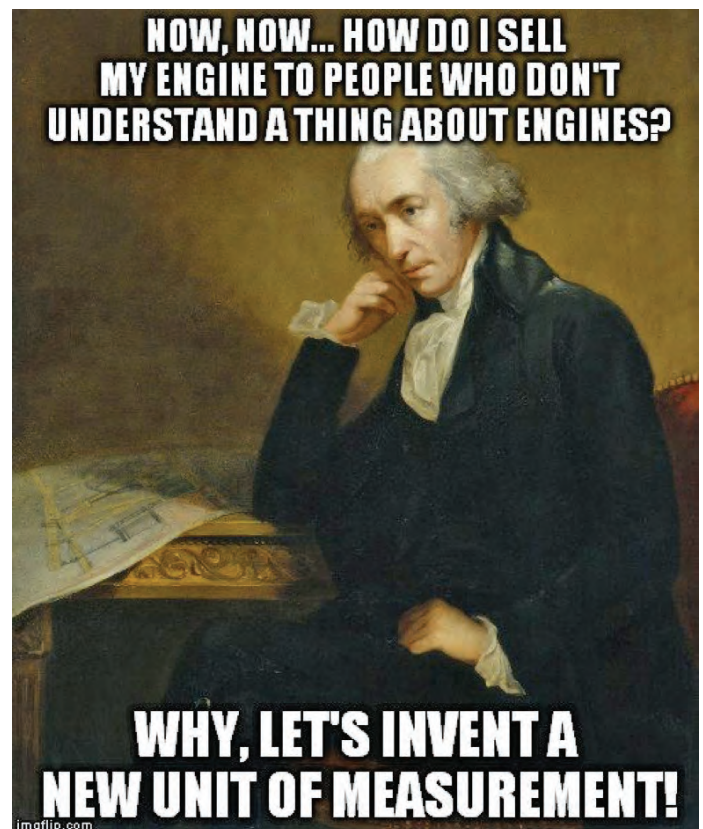
Shaft BHP – Little used and seldom quoted but measured at the output shaft of the transmission minus frictional losses in the universal joint/s, differential, wheel bearings.

Wheel Horsepower (WHP) – True or effective horsepower measured at the wheels. The estimated but generally accepted loss between ‘at the crank’ and ‘at the wheels’ is around 15% plus/minus 3%.

Metric Horsepower – Roughly a conversion from Imperial to Metric. One metric horsepower (HPm) is the power needed to lift 75kg (165lbs) at one meter (39.4in) per second. (Imperial is 550lb/12in/sec) Oh those difficult Europeans!

Wait! There's Watts? – Watts, yes, named after James Watts, is a unit of ‘power’ in physics. One HP is 745watts but due to the funky metric conversion, only 735watts per metric HP. Europe adopted the Watt as their standard unit of power and since 1992, HPm is now official expressed in kW. As an example, for my XK8, the given spec is ‘290HP(US)/216kW(Euro)’. In short, take any Euro kW spec and divide by the US’s 745watts for US HP.

If I don't know the answer... I just make one up!™



FOR SALE

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



Aston Martin DB7 - \$26,000 will take this car on a new journey in life. Contact Mike West at 843-388-9628 or email west9628@bellsouth.net for more information.



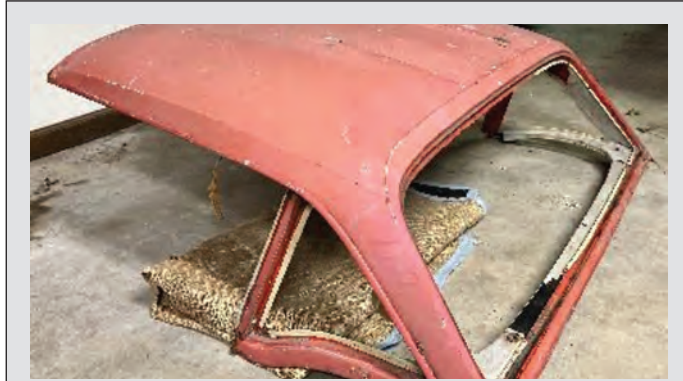
1973 TR6 - Car is located at Coastal Auto Restyling, Conway, SC. Contact the owner, Alan Yoho, at 843-504-2888 or caratd@sccoast.net for complete details.



1975 MGB - Complete restoration done in 2000, by John Twist. Asking **\$3,000 OBO**. Will consider trade. Call Dennis Pieschke at (313) 310-1802 for details.

FOR SALE

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



Triumph Spitfire Factory Steel Hardtop - Relatively good shape but in need of restoration. Asking **\$125 OBO**. Contact Scott at swisniewski71@yahoo.com.



Midget/Sprite Hard Top For Sale - Hard top shown was donated to the club by Alex Toline. The proceeds will go to the club. Please make an offer to [Dave](#).



Remanufactured Laycock "J" Type Overdrive. \$800 or best offer. Contact Paul at paulszejek20@gmail.com or call 757-646-5260



7 - 15" Tires for FREE - All have great tread and show no signs of rot. Contact [Dave Rosato](#), 508-864-3393.

Triumph TR6 Fenders - Drivers side never mounted. BH from Roadster Factory. Asking **\$400 each**. Contact Paul Szejek by email at paulszejek20@gmail.com or call 757-646-5260.

WANTED

2003-2013 Mini Cooper S hatchback. Will consider automatic transmission on 2nd generation models. Not considering convertibles nor sunroofs. Must have detailed service history even if work done by owner. Contact Dennis Oldland at 843-504-4455 or email britcarguy@sccoast.net

JULY 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 <i>9am – 3pm Frank Neill's MG Midget Tech Session</i> | 9 <i>12 Noon Monthly Meeting Riverfront Park, North Charleston</i> |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 <i>9am – 11am Sea Islands Cars and Coffee</i> |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24/31 | 25 | 26 | 27 | 28 | 29 | 30 |

Upcoming & Proposed BCCC Events for 2022

July 8 | Tech Session

July 9 | Monthly Meeting

August 13 | Monthly Meeting

September 10 | Monthly Meeting

September 29 - October 3 | Blue Ridge Mountain Drive

October 28 & 29 | British Car Day

Rally | Created by Dave ending at the Fillin Station in Hollywood.

Drive | To Beidler Forest / Picnic Lunch.

Drive | To Edisto Beach / Lunch at The Waterfront Restaurant.

Drive | To Ashley River Park in Dorchester Co. / Picnic Lunch.

Drive | To Colonial Dorchester State Historic Site in Summerville.

Drive | To Bulls Island Ferry and take the Ferry / Picnic Lunch.

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

JUNE 30, 2022 FINANCIAL SUMMARY

Prepared by Gerry Odenbach

| | | | | |
|----------------------------------|----------------|-----------------------------------|--------------|---------------------|
| Opening Balance 1/1/2022 | | | | \$ 13,011.33 |
| Income | | | | |
| | Categories | | | |
| | | New Member dues | \$ 665.00 | |
| | | Member renewal | \$ 1020.00 | |
| | | BCD | | |
| | | Registration | \$ 1704.51 | |
| | | Regalia | \$ 270.00 | |
| | | Club Badges | \$ 260.00 | |
| | | Interest | \$ 0.54 | \$ 3,920.05 |
| Expenses | | | | |
| | 2022 BCD | Venue | For 2022 | \$ 1050.00 |
| | Admin and Misc | | | |
| | | General Admin Expense | \$ 213.90 | |
| | | Member Dues / Overpayment Refunds | \$ 90.00 | |
| | | PayPal fees | \$ 81.81 | |
| | Events | | | |
| | | 2021 BCD Fees Paid in 2022 | \$ 1408.42 | |
| | | Annual Oyster Roast | \$ 850.00 | |
| | | MM Refreshments | \$ 161.67 | \$ 3,855.80 |
| Closing Balance 6/30/2022 | | | | \$ 13,075.58 |
| Account Balances | | | | |
| | Checking | | \$ 13,065.42 | |
| | Savings | | \$ 219.83 | |
| | PayPal | | \$ 0.00 | |
| | Credit Card | Outstanding balance | \$ (209.67) | |
| Total | | | | \$ 13,075.58 |

BCCC FOUNDED 1983

MEETINGS HELD THE SECOND SATURDAY OF EACH MONTH

(Unless otherwise specified)

OFFICERS

Table with 4 columns: Name, Position, Phone Number, and Email Address. Includes officers like Dave Rosato (President), Bob Simons (Vice President), and Gerry Odenbach (Treasurer).

TECHNICAL ADVISOR

Table with 4 columns: Name, Title, Phone Number, and Email Address. Includes Darryl Beech (Mr. Wizard).

WEBMASTER

Table with 4 columns: Name, Email Address, and Website. Includes Dave Rosato.

PAST PRESIDENTS

Table with 6 columns: Name, Year, Name, Year, Name, Year. Lists past presidents from 1984 to 2020.

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: _____