



The WINDSCREEN

JUNE 2022

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

Volume 39, Number 6



1961 Rolls-Royce Phantom V / Owner: Lowell Wakker

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PREZ SEZ by Dave Rosato

Our annual picnic is coming up so if you haven't RSVP'd to Lynn, please do ASAP. It will again be held at Hallie Hill Animal Sanctuary in Hollywood. If you aren't familiar with Hallie Hill, you'll have to attend the picnic on June 18th. They have 150 dogs and 50 cats at any time. It is a very special place. The picnic will be in front of the old cabin that was disassembled in West Virginia and reassembled at Hallie Hill. It provides AC and rest rooms. The club will provide sandwiches, dessert and drinks. Please bring a side dish to share. For use of the venue, please bring something for the animals. This has always been a well-attended and enjoyable event. More information is on our website.

We had a couple Tech Sessions, one on wiring issues and one a low cylinder compression. I'll talk about those in our LBC Tech section. For those of you that have MGA's, we will be doing a Tech Session in mid June to work on my MGA once again. This time we will be replacing the piping along the fenders with stainless steel piping. I did one fender and documented the process here. The latest issue of the NAMGAR magazine, MGA!, had an article about it. The Moss Motors silver molding eventually turns green and sticky. So we will loosen all the bolts holding the fenders on to do the replacement. Yah, if it was only that easy! There are some pieces underneath that also



Stainless steel piping ready to be installed on Dave's MGA.

need to be removed. And from reading the short article, bending the new stainless steel molding to fit the sharp bends needed is challenging. Also, the past month or two I have

heard rattling from the front when going over small bumps. I put the car on the lift and found the suspension bushings I replaced during the frame off restoration about ten years ago were shot. One of the sway bar bushings was half gone. So, they will be replaced with new poly bushings at the same Tech Session. We will also be rebuilding the SU carbs on the car. My carbs don't really leak but the bottom seems to be wet with gas at times. I've been looking into several

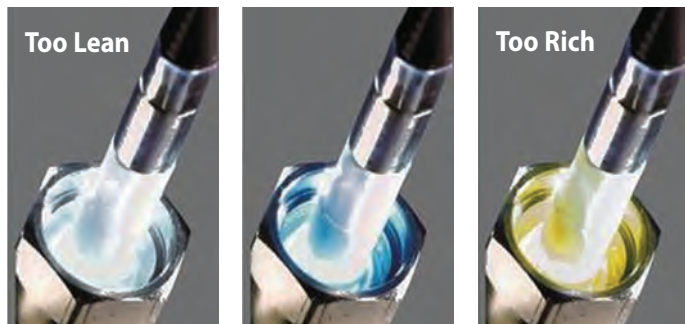


BCCC REGALIA

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)*

ColorTune's see-through spark plug allows you to see if your mixture is too lean or too rich.

options for the o-ring seals. When using the **ColorTune** on **Gary Brown's MGA**, we noticed that the choke was sticking causing the rear carb to always run rich. We will be looking into the reason for this. When we set a date, I'll send out an email and get it on our website.

We have planned another **Tech Session** to work on **Bobby Joly's 1977 MGB**. See the [website](#) for details. It will be at the **Rosato Garage** on **Saturday June 11th at 9am**. Yes, a non-weekday tech session! We will be checking out the leaking clutch slave cylinder, replace the engine belt and valve cover gasket. We will check for electrical issues with the head lights and look into the driver side brake drum rubbing while cornering. If you have an **MGB** that needs a checkup or if there is something specific, bring it to the **Tech Session** and we'll check it out.

At the last **BCCC Monthly Meeting** I found out that many were surprised that we drove our MGA about 1000 miles to Florida and back. When I asked one B owner why he doesn't drive his car more, his reply was, *"because it's an MGB."* My feeling is that these cars need to be driven. I drive my A almost every day. That does several things. First it keeps that ethanol gas flowing, not destroying the rubber fuel lines. I have always put the cheapest gas I can find in the car, and it runs great. All that mechanical stuff in the car likes to keep moving. I like working on old clocks, and they are the same way. They are better if they are running all the time. Yes, things may wear out, but you just keep up with them. That's why we have Tech Sessions. The other biggie, is you get confidence in your car. You won't think twice about taking it for that 200 mile drive. You also learn the sounds and smells of your car.

www.britishcarclubcharleston.com

You'll notice when something has gone awry hopefully before something major happens. Like rattling sounds when going over small bumps.

Registration is open for the **37th Annual British Car Day**. We already have seven cars registered, three of which are **Morgan's**, our spotlight marque. I want to thank **Gary Brown** for creating the excellent BCD poster. Check out on our [website](#) for events that are going on the day before BCD. We'll be doing a drive to **Charleston Tea Garden** in the morning. There you can opt to take a trolley drive on the grounds. Then we'll return to the pavilion at **McLeod Plantation** for an authentic **British Tea**. We'll then take a tour of **McLeod Plantation**. Then at 5pm we'll have the **Welcome Reception** at the pavilion. Top Shelf will be catering with a cash bar. We'll have a fire in the fireplace and you can take a stroll down to **Wappoo Creek**. So take a day off of work and enjoy a leisurely day with other LBCers. You can sign up for these events when you register for **British Car Day**. Some are included with your BCD registration and others, there is a charge.

If you want to give your LBC a little exercise this fall, then come with us on our **Mountain Drive**. We're in the planning stages but let me know now if you are interested. You can help in the planning. Go to our website for details and suggestions for the drive. We had a great time last fall. 🇬🇧

Dave

DID YOU KNOW?

A modern Formula 1 car can drive upside down in a tunnel at 120mph. F1 cars produce around 3.5G while cornering, meaning they have enough aerodynamic downforce to drive upside down in a tunnel.

VP'S CORNER by Bob Simons

Well, I made it to **Animals, Art & Automobiles** and the **mini cars & coffee at T-Bones/ Brukes coffee shop**. The first went over exceptionally well, the second was already dispersing shortly after nine when I arrived, guess I'll have to get up earlier next month. The Norton still pulled in some attention and more folks now know about the BCCC. The bike starts & runs handily, though more refined tuning of the idle is in order.

Duties with the Census took me out to Kiawah on the same day as **Sea Islands Car & Coffee**, so I took the LBC. It turned out to be an excellent ice-breaker while working (no surprise), and though we were late to Freshfields, there was still room for one more. The drive out is one of my favorites, dappled sunlight through an emerald tunnel, as ancient branches arch over the road. British makes were well represented, and the TD got her fair share of attention. One three year old was particularly enamored of the horn – maybe when she gets her license she'll go British... it's a long term recruiting plan.

Long back-ordered parts finally came in for one of the Swedish beasts and while I was delving back into it Maria came home and mentioned "an old car is broken down around the corner". Naturally, I had to mosey over to assist. Though the (beautiful) vehicle was not British, it had suffered a common British problem – a stuck fuel gauge had resulted in an empty tank. Gas was already on the way and all I had to do was leave my flashers on while catching up with an old friend. We both reflected how much more readily help appears when the vehicle in distress is interesting! I will say that after following it back into storage, I noticed the owner drove a Proper Motor Car home...

I expect June to be as busy as May, with our club and other events, so I expect to see you on the road! 🇬🇧

WELCOME NEW MEMBERS

Michael Siegmund and Cheryl Saban
1968 Triumph TR5
Clay Stuckey
1970 MG Midget

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BCCC MAY 2022 MEETING

by Millie Horton

What a delightful turnout of members for the BCCC monthly meeting, complete with lunch, held at the home of **Becky Rakestraw**. We appreciate Becky making that venue available.

Initial discussion centered on the **two-day British Car Day festivities (October 28-29)** which include the **Friday reception at McLeod Plantation** with a morning drive out to John's Island and Wadmalaw (**Charleston Tea Garden**), an optional **English tea experience** and tour of **McLeod Plantation**, and the evening reception with Top Shelf catering. On Saturday, show day will again be at **Palmetto Islands County Park in Mt. Pleasant** with **Morgans** coming as our special marque this year. **John Scott** and **Irene Breland** (two BCCC Morgan owners) are hosting the Morgan attendees who are coming from various points. Featuring a marque at our show is new; thanks to Irene and John for their willingness to do the work to keep our show new and fresh!

Dave reminded all of our **Annual Picnic** coming up on **June 18** benefitting **Hallie Hill Animal Sanctuary**, the Club's chosen charity. This event is always so much fun because we get to visit with other mem-

bers and stroll the grounds of the Sanctuary which is home to about 150 dogs and 50 cats who can live out their lives in that beautiful location. Members are reminded to bring a side dish for the picnic with the Club contributing the main food and drinks. Your entrance "fee" is a monetary or pet-related donation. See the [BCCC website](#) for suggested items.

Dave highlighted the recent tech sessions held at his shop including **Randy Dickinson's 1952 MGTD** and **Bill Tucker's MGTD**. A device called a **ColorTune** proved to be very useful (see [BCCC website](#) for an explanation of how it works.) **Gary Brown** recently donated one to the Club. Many thanks, Gary! I think we should send out a scouting party; the guys are having too much fun at Dave's garage. It's certainly a way to get to know Club members and learn some wrenching tips.

The idea of inviting transmission guru **John Twist** to come down from **Michigan** for a session was broached. Dave is looking into having interested members contribute to Twist's fee or possibly having the Club cover his fee. There are lots of videos on YouTube about Twist and his work. He even answers tech



BCCC MAY 2022 MEETING

(continued)

questions about MGs by phone Monday through Friday from 1-2 pm EST (**616-307-6737**). A dedicated man!

Another **Fall Drive in the NC mountains** was discussed (**mid-Sept to early Oct.**) The one last year to do **Tail of the Dragon** sounded like great fun (despite a few breakdowns). Dave suggested other things to do, such as visit a winery, pick apples near **Hendersonville**, and visit some of **Asheville's breweries**. Check our [website](#) for more information. **Little Switzerland** was mentioned as a possible "base camp" or just for a dinner there to enjoy the view.

Regarding "cars in need of a home," Dave told of a **1980 MGB at Edisto** that needs someone to love it and a guy at the **Tractor Supply** store who has a **Spitfire for sale** (Dave has contact info for). The MGB that has been sitting in Dave's yard for quite a while

is now at **Scott Ramstadt's** house. Good luck to Scott in that endeavor to resuscitate it!

Many thanks to Club members who participated in the recent **Animals, Art, and Automobile show** on **May 15 at Charles Towne Landing**. There were a couple of animal adoptions and substantial money raised to benefit **Hallie Hill Animal Sanctuary**. The **Bluesteins, Hallie Hill**, and the **Rosatos** pulled off a fun event.

Thanks to some newish members for attending our meeting: **Rudy Gill (1980 MGB), Bobby Joly (1977 MGB) and Will MacPhee (2020 Mini)**.

Dave informed us that the wife of member **Dave Romanick** from **Summerton, SC** passed away; the Club is sending a card of condolence.

Please check the [BCCC website](#) frequently for opportunities to connect with the Club. 🇬🇧



COVER CAR STORY

1961 ROLLS-ROYCE PHANTOM V

My passion for British cars must have started early in my young adult life. In 1970, when a '52 Jaguar XK-120 FHC became available in Scranton, PA, I bought it immediately for \$650. I'll never forget towing it home, a very large white-tailed deer jumped right over my hood as I was towing with a tow bar up Rt. 81 at about 60 mph.

I had worked on a few cars, especially when helping my younger brother, so I had the basics. I put the 120 FHC in working order and drove it for about 4 years. I didn't fit inside too well and ultimately sold it after moving to VT. It did help that I was a teacher of industrial education for 20 years. I often joked I knew just enough to get me in trouble in a hundred ways. And

now I wish I could tilt my head sideways and dump all of my automotive understandings into a young person's head.

Soon after, I bought another XK-120, this time a roadster for \$1200. Body was banged up, electrics were a mess, but it was almost complete, trailered it to my house in VT. In my driveway, and then at my newly purchased house in West Rutland, I brought that car back to life and it was my all-time favorite. More comfortable to drive as I looked well over the windscreen with my height.

Before I sold the roadster, I began the building of a 5/8 scale replica, 8 feet long (since that was the length of blue-board I could buy). Since that time, I finished the plug, made a commercial mold and popped out one body, built a chassis, and created the baby Jaguar you saw last fall in our car show. Total time, 34 years, actual work time about 3 long summers.



COVER CAR STORY *(continued)*
 1961 ROLLS-ROYCE PHANTOM V



'59 BSA 650 motorcycle, appropriate hairstyle for the time.



'52 Jaguar XK-120 FHC, circa 1973.

Over the next decade, I bought barn-finds that were essentially boat anchors when I brought them home. I have way too many photos to be posted here, but I will gladly share some with interested parties on Facebook. They included a '59 Austin Healey 3000, a 1930's race car, a '59 and a '64 Sunbeam Alpine, a '59 BSA 650 motorcycle, a '64 Jaguar XK-E OTS, '57 Bentley S1, a few older Cadillacs from '58, 'three '64's, four '69's and a '76 Hearse. Was great fun hauling the Sunday school class to a picnic outing and I moved a few pianos with the hearse as well. And I still drive my '69 Cadillac convertible.

The car of which I am the most proud was the '61 Rolls-Royce Phantom V. When I paid to have it trailered



The RAVE Car Show with daughter Erika, now 41 years old.



'54 XK-120 roadster, where it started.



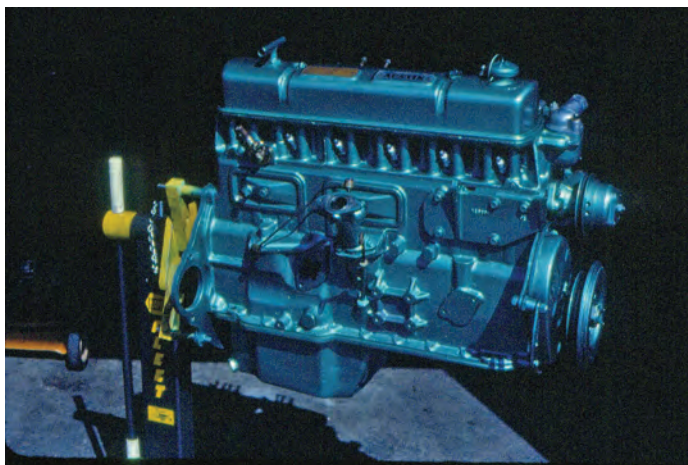
Erika beside '59 Austin-Healey barn find.

from Sarasota to VT, it ran on 3 cylinders, had no brakes, dash was entirely dismantled with dangling black wires, no paint, interior disassembled, but there were some strengths.

COVER CAR STORY *(continued)*
 1961 ROLLS-ROYCE PHANTOM V

After three years of evenings and weekends in an open car port in VT, I was able to drive the car. Everything was fine, but you needed to make an appointment to stop. I fixed that. It was quite the behemoth at almost 20 feet long and 6,000 pounds. I foolishly drove it for Charleston weddings for a few years... bad idea. Like most of my cars, favorites though they were, I found I was not driving them enough. My circle of friends all loved American iron. The RAVE Car Club (Rutland Area Vehicle Enthusiasts), which Ed Fabian and I started in 1978 is still going strong in VT and has given \$250,000 to local charities over its 43 years of car shows.

To finish the story about the Phantom V, I installed a complete replacement A/C system, including a newer style rotary compressor instead of the old 2-piston York compressor. Saved about 15 horsepower and it iced up the rear window above the vents. Every part of the brake system was replaced including the notorious servo brake booster running off the transmission. The wood from the interior was given to me in a 5-gallon bucket, partially stripped of finish. I upholstered the rear seat and created carpets for the interior and fully carpeted the boot. I never detailed the engine compartment; it just seemed to be too big a job. Continuity checks allowed for the dash to predict where each wire went. With the paint job and the installation of a set of huge P245R-78-15 tires, the car rode at the correct height. I performed all the work myself on all the cars, except a few brake part replacements, on jack-stands in my yard.



Engine I rebuilt for the A-H, factory color.

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Thank you for the opportunity to *relove* the past 52 years. 🇬🇧

Lowell Wakker



I have been blessed.



Sold all in one summer, became '57 Bentley S1 and a 20X75 foot pool in my yard.



Dad's favorite '30s race car, with Sunbeam and 120.

BCCC Annual Picnic at Hallie Hill Animal Sanctuary
5604 New Road, Hollywood

This year, the club will provide sandwiches, desserts, drinks and paper products. We ask that you bring a side dish for all to share!

Saturday, June 18th
(raindate 6/25)

Bring a chair for your dining comfort. Cabin offers restrooms and AC!

RSVP TO
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BY WED 6/15

Our 'rental fee' for this beautiful greenspace is a per car donation of 1 item! Choose from dry cat food, canned dog food, scoopable cat litter, dog or cat treats, paper plates, paper towels, cleaning products. Donations always welcome!

We will meet at 11AM at the intersection of 17 and 165, in Ravenel, in the Food Lion parking lot!

Hallie Hill is unique! We have over 30 acres of land, that provides large enclosures for 150 dogs to live and play, and a cattery that houses 50 meows! There is a pond for swimming and dog houses with straw and heat lamps. The animals are well cared for with a small staff and many dedicated volunteers while waiting for their 'fur-ever' homes! If need be, an animal can live a quality life at Hallie, for the rest of their life! Please visit the website for all things Hallie and lots more pictures: www.halliehill.com



"We can't wait to meet you!"

LBC TECH by Dave Rosato

We had a couple of Tech Sessions in May. I was a little surprised when **David Plesich** pulled up in his **TR7** and the complete dash was removed, wires everywhere. He was having problems with the dash instruments and with the brake lights. His son-in-law swapped out the engine for a 3.8 liter Buick engine. So there were many modifications to the wiring and the dashboard. Even though, the wiring diagram proved to be invaluable. After a lot of wire tracing and voltage measuring, all the dash problems turned out to be a bad connection at the **flex print** at the rear of the dash. Flex print is a thin flexible printed circuit board used to send signals and voltages to many places. The bad connection was between the speedometer and tachometer which had both been replaced. Getting the flex print aligned and inserted properly fixed the problem. The brake lights turned out to be simply a bad fuse, usually the last place you look.

The second Tech Session in May didn't fair so well. If you recall from last months *Windscreen*, we measured a low compression in one cylinder of **Randy Dickinson's MGTD**. We pulled the head hoping it was a blown head gasket. Well, it wasn't. When we pulled the head, we found a chip out of the suspect cylinder. This meant the piston had to be replaced, which meant it had to be removed, which meant we had to pull the engine. This was a worst case scenario.

We pulled the engine/transmission. We removed the transmission from the engine and put the engine on the engine stand. Flipping it over we removed the oil pan. We then removed the crankshaft bearing mounts and connecting rods and removed the crankshaft. We could now remove the pistons. The piston was in worse shape than was evident from the top. Half the bottom



When the head was pulled ...



... we found a chip out of the suspect cylinder ...



... which lead to pulling the engine.



LBC TECH (continued)

skirt of the piston was gone. The cylinder walls were scorn. The rings just fell apart.

At this point we started looking at everything else in the engine. The timing sprockets had very pointed teeth indicating excessive wear. This meant new sprockets and timing chain. The camshaft looked good. Several crankshaft bearings were deeply scorn. We called **Simons Balancing** to find their backlog is three weeks. We stripped the engine block and loaded it and the head into **Frank Neill's** truck. Simons looked at it and said they might be able to get by with boring the scorn cylinder. If not, it will have to be re-sleeved.

Randy had mentioned that the transmission would at times pop out of first and fourth gears. While we had the transmission out, we took the cover off to look inside. There were fairly obvious reasons why it would pop out of fourth. In a web search, **John Twist** showed how the first gear mating teeth wear unevenly causing it to pop out of gear. We'll look closer to see if this is the case with Randy's transmission. John's suggestion is to hold the gearshift while in first preventing it from popping out. That is not a solution for fourth gear. We're looking into getting a parts transmission as new parts are not available.

Hopefully, in the next *Windscreen* I'll report that all went well with Randy's TD and it runs like new. I have to say again, these Tech Sessions couldn't go on without the support of all that show up. When you put the experience of all together, we seem to be able to handle most anything. 🇬🇧



Preparing to take a look inside the TD's transmission.

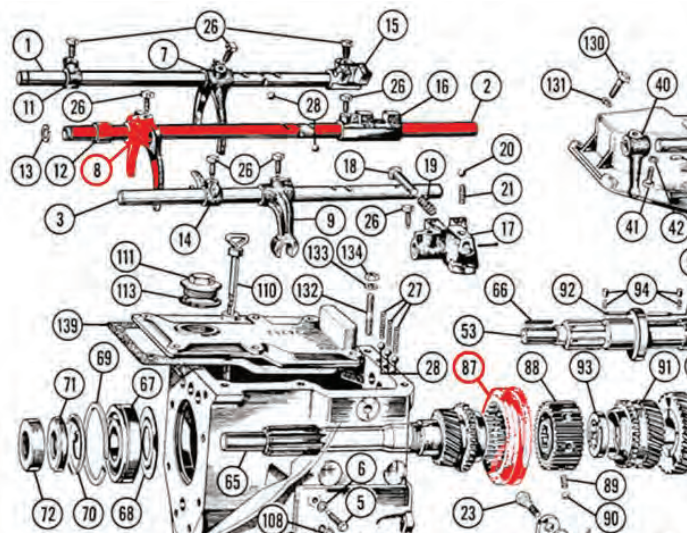
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The damaged piston.



Tech Session crew hard at work.



Transmission parts needed for Randy's MGTD.



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STRAWBERRY CHAPEL TOMBSTONE PRESERVATION

by Millie Horton

Remember the old ad, “You wash your car, you wash your boat, why not wash your home?” Well, we restore our cars, why not restore our tombstones?”

Frank Neill and Becky Rakestraw can be credited with that analogy which led us to participate in a most educational event at Strawberry Chapel (c.1725) on May 26.

Thanks to Atlas Preservation and its “48 states in 48 days” tour, Strawberry Chapel was the site of the only stop in SC. Conducted by John Appel, this workshop provided hands-on instruction about repairing and cleaning tombstones.

After a one-hour survey of the graveyard at Strawberry to make us aware of what kind of issues were there, John educated us about the tools and cleaners that he had brought. Starting with the Ball family plot, we tackled cleaning several graves with a cleaner called D2; the

results were fast and amazing. After spraying the stone and waiting about 10 minutes, we began our elbow work scrubbing with special brushes. To our delight, white marble started appearing. Becky and I worked on the graves of two children and were rewarded with being able to read their names and the beautiful poetry mourning their loss. Meanwhile, Frank was assisting with a repair to re-attach a vertical headstone to its base.

A variety of people from different backgrounds but related to graves and historic preservation attended the event. It was a different form of “networking” to hear why they attended. One that really caught my interest was a family considering such a project for a Scout trying to attain Eagle Scout level. The vestry provided a delicious lunch for all.

For more information, see the 48statetour.com flyer on page 15. 🇬🇧



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SELF-DIRECTED DRIVES

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SPECIAL GUEST

SPEAKER

THE NEXT GENERATION

WWW.MG2022.ORG

During the summer of 1992, hundreds of MGs converged on scenic Peterborough, in the Kawartha Lakes region of Ontario, for the inaugural convention of the North American MGB Register. Thirty years later, we are going back to where it all began. Come join us June 19th to 23rd to honour our history and celebrate the future. We will have a slew of activities for enthusiasts of all ages including a car show, tech sessions, lift lock tours, funkhana, local rally, self-directed drives, a parking lot party and an awards banquet with a very special guest speaker. We look forward to seeing you in Peterborough at THE MG event of 2022!

JUNE 19 - 23, 2022



FOR SALE

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



1964 Triumph TR 4 - New top, tonneau, wood dash, carpet and upholstery. New battery, Flame Thrower Coil and Distributor. Extra engine and transmission. Many other spare parts included. Contact Susan at sharrington21@outlook.com.



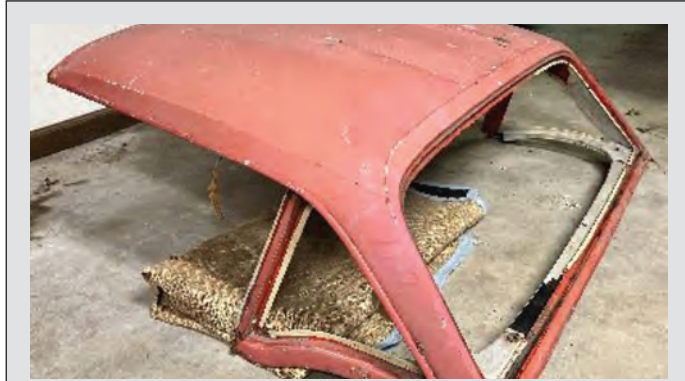
Aston Martin DB7 - **\$26,000** will take this car on a new journey in life. Contact Mike West at 843-388-9628 or email west9628@bellsouth.net for more information.



1951 MGTD - Low mileage since 1996 restoration & engine rebuild. Great chrome & clean complete canvas set. Good driver. Asking **\$23,750**. Contact Gerry at 239-249-2880 or email odiewankanobi@gmail.com.

FOR SALE

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



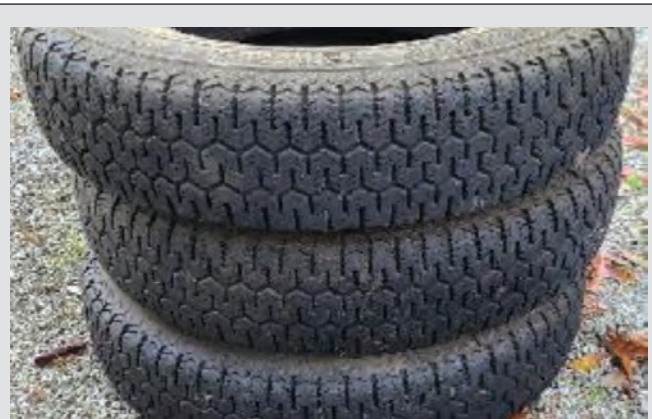
Triumph Spitfire Factory Steel Hardtop - Relatively good shape but in need of restoration. Asking **\$125 OBO**. Contact Scott at swisniewski71@yahoo.com.



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

JUNE 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	9	10	11
<p>NAMGAR GT-47 <i>Monday June 6 to Friday June 10, 2022</i> <i>Colorado Springs, CO, USA</i></p>						<p>9am – 1pm <i>Bobby Joly's</i> <i>MGB Tech</i> <i>Session</i></p>
12	13	14	15	16	17	18
						<p>9am – 11am <i>Sea Islands</i> <i>Cars and Coffee</i></p> <p>11am – 2pm <i>Hallie Hill Picnic</i> <i>Monthly Meeting</i></p>
19	20	21	22	23	24	25
<p>MG 2022 <i>Sunday June 19 to Thursday June 23, 2022</i> <i>Peterborough, Ontario, Canada</i></p>						<p>11am <i>Hallie Hill Picnic</i> <i>Rain Date</i></p>
26	27	28	29	30		

HAPPY BIRTHDAY FOR JUNE

Justin Dillon	2	Brent Varitz	7	Robert Morey	24
Michelle Hartley	4	Veresa Parker	9	Annie Steele	26
Teri New	5	Jerry Bohle	14	Alan Walker	28
Yvonne Holbrook	6	Millard Smith	14	Nicole Giroux	29
Debbie Ferrer	6	Rhonda Reeser	20	Barbara DeNett	30
Jack Lambert	6	Craig Ferrer	21		
Debby Marindin	7	Jo West	23		

BCCC FOUNDED 1983

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

OFFICERS

Table listing officers: Dave Rosato (President), Bob Simons (Vice President), Gerry Odenbach (Treasurer), Irene Breland (Secretary), Frank Neill (Membership Coordinator), Lynn Rosato (Regalia Sales), Gary Brown (Editor), Millie Horton (Events Coordinator). Includes phone numbers and email addresses.

TECHNICAL ADVISOR

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

WEBMASTER

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

PAST PRESIDENTS

Table listing past presidents and their terms: Mike Carnell (1984), Oscar Smalls (1985), Don Brown (1986), Tom McMurray (1987), Dick Deibel (1988), Alan Van doren (1989), Mike Grosso (1990-1995), Jack Lambert (1996-2002), Bobby Grooms (2003), Richie Hartley (2004-2006), Diane Lambert (2007-2008), Richie Hartley (2009-2015), Wray Lemke (2016-2019), Dave Rosato (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: