



The WINDSCREEN

MAY 2022

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

Volume 39, Number 5



1957 MGA 1500 Roadster / Owners: Gary Brown and Bette Cooper

INSIDE THIS ISSUE

5 **COVER CAR STORY**
Gary Brown and Bette Cooper's 1957 MGA 1500 Roadster makes the journey home.

8 **MEPKIN ABBEY DRIVE**
On Saturday, April 23, BCCC members turned out for a sunny drive up to Mepkin Abbey on the Cooper River.

11 **LBC TECH** Millard Smith's MGTD Freeze Plug and Dry Differential, Dave's Wire Wheels Upgrade and Rear Axle Replacement.

13 **CAROLINA BRITISH CLASSICS XIV**
John Scott took Best in Show with his 1963 Jaguar MKII. Bob Simons, Lewis Hay, Phil Odom, Bob Brooks and Brian Smart received class awards.

PREZ SEZ by Dave Rosato

Sorry to say that **Irene Breland** broke an ankle last week. She will be in a wheelchair for a couple months. This will be tough for her, normally always on the move. We hope the recovery goes quickly.

The drive to **Mepkin Abbey** looked like a drive not to miss. I've been there several times. It's a nice drive and the Abbey grounds are beautiful.



Lynn and I drove the MGA to the **GOF South MG meet** in Howey-in-the-Hills, Florida. In a Tech Session last Monday we put wire wheels on the A which included replacing the rear axle. This included swapping over the brakes. The wire wheel axle included the new differential ring and pinion gears to reduce the rpm. We really put the differential through its paces, driving over 1,000 miles mostly pulling a trailer. I'm glad to say that the drive went without a hitch. We had great weather and the show had a wonderful variety of 122 MGs. The lower

differential ratio reduced engine speed by 5-600 rpm at highway speeds. We took all back roads staying at a bed and breakfast in GA going and coming back. It was so nice cruising along the back roads with the engine at only 3,000rpm.

This past Thursday we had a Tech Session to finish putting **Millard Smith's MGTD** back together. All went well adjusting the brakes, completing the cooling system and putting the bonnet on, until we test drove the car. There was a serious noise coming from the rear end. There was a lot of play in the rear axle. I crawled under the car and pulled the differential filler nut. There was no oil in the differential. Differential oil not only lubricates the differential gears but also the outer bearings. While under there I noticed a broken exhaust hanger. We MacGyvered a new flexible hanger from an old coolant hose. We filled the differential with oil and took it for another test drive. This time there was no noise. Millard drove the car home, leaving his Mercedes convertible as payment for services rendered!

It's a big season for MGTD's as we're having another Tech Session to pull the head on new member **Randy Dickinson's MGTD**. One cylinder showed a very low compression. Initial testing showed that the rings are fine. Hopefully the problem is the head gasket. If not, it may be a valve issue. The session will be at the **Rosato Garage on Friday May 6th** and will start at 9am.

We have another Tech Session planned to fix electrical problems in **David Plesich's TR7**. If you don't

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 irosato525@comcast.net. Only \$30 for a **BCCC Grille Badge**.



PREZ SEZ *(continued)*

understand wiring diagrams, don't know how to use a multi-meter or don't know where to start when diagnosing an electrical problem, this is the Tech Session for you. The temperature, fuel and voltage gauges don't work as well as the brake lights. This session will be on **Monday May 9th** at the **Rosato Garage** and will start at 10am.

Animals, Art, and Automobiles fundraiser for **Hallie Hill Animal Sanctuary** is on **Sunday, May 15th** at **Founders Hall at Charles Towne Landing**. If you haven't registered your car yet, there is a link on our website. If you aren't familiar with Hallie Hill, you'll have to attend our **Annual Picnic on June 18th**. They have 150 dogs and 50 cats at any time. It is a very special place.

Dave

BCCC APRIL 2022 MEETING

by Irene Breland

The BCCC's 4th meeting of the new year was held at Palmetto Island County Park on April 9th. A couple dozen members and a nice turn out of British cars showed up at the shelter. Unfortunately, we were asked to move since a paying group was about to start setting up. We gathered up our stuff and moved our cars to the doggie park area. We had the meeting under some trees with several picnic tables. It all worked out, but we will need a new plan going forward.

Dave then reopened the meeting and proceeded to introduce new members. BCCC has **173 plus members**.

New members were asked to introduce themselves and their car/cars! A nice variety of cars have joined our ranks with owners who shared stories and a few tall tales about their experiences in the hobby.

Events Coordinator Millie Horton discussed the upcoming events and asked for input from members.

Dave and a few members went to the Columbia show. BCCC brought home several awards including **John Scott's Best of Show award**.

The **East Cooper Fly-In Breakfast** was well attended with lots of British cars and several Model As.

www.britishcarclubcharleston.com

DID YOU KNOW?

The man who invented mass production of autos, **Henry Ford**, coined the phrase "**tune-up**". The first ignition systems were composed of spark plugs and ignition coils. If the coils worked together properly, they would buzz at the same level and be **in tune**. If they did not, it meant the vehicle wasn't running at its optimum level and the coils needed to be adjusted, or tuned up.

Dave then went over tech sessions and encouraged members to contact him if they have a problem that a tech session might fix.

Dave and Millie went over upcoming events. **The Hallie Hill Car and Art show** is the 2nd weekend in May with info on the BCCC website. **The club picnic is in June at Hallie Hill**. Millie also discussed a drive to Beaufort and/or Mepkin Abby. Check the website for more information.

Another similar run like the **Tail of the Dragon** was discussed for September. If interested in this contact Dave to suggest options for another mountain run.

Dave then talked about our **2022 BCD show**. Information is now on the website and additional ideas are needed to make this a great 2-day event. Morgans are the spotlight group, and we'd love to have a bunch of them on the field. Let's all go hunting for Morgans!

Dave still has the "free" MGB that needs a new home. Contact him if interested.

If you have any ideas or stories for *the Windscreen*, get them to Gary. Gary also needs stories from owners of the cars in the calendar. What ever month your car is shown is the month you need to send in a story.

Millie then recognized Gary for the outstanding newsletter we now have.

VP'S CORNER by Bob Simons

Well, when I picked up the Norton from the shop I remarked "this wasn't this heavy when I bought it". Frank replied "it could be worse", and explained that after recommissioning a bike for a couple that hadn't ridden in a number of years, the wife asked if there was a bigger seat available for it. It seems that they used to both fit in the saddle, but that was no longer the case... Apparently, I need to return to my twice a year Navy fitness program and regain some strength. The bike has plenty.

Currently I'm taking practice sessions around the neighborhood. Slowly re-learning the controls, mainly throttle, which is amazingly responsive now that both cylinders are fully operational. I was just getting decent as a rider as the camshaft got precipitously worse, so it's not as easy as hopping back on a bicycle. Even so, May is looking auspicious for taking it out of the neighborhood – The **Animals, Art, and Automobiles Fundraiser** will be right across the street, as is a mini Cars & Coffee at **Brukes Coffee Shop** on the last Sunday morning every month. Since I could walk to each of those, I do have some longer excursions planned too.

Speaking of **Cars & Coffee**, there is an alternative that I have just learned about, **Ales & Octane**. The local version occurs at **New Realm Brewery** on **Daniel Island** on the last Sunday of every month. Ostensibly it starts at noon, but people start parking as early as 10:00 and the restaurant opens at 11:30. The young man coordinating it says British Marques are under-represented...

So, as mentioned above, the **Animals, Art, and Automobiles Fundraiser** for **Hallie Hill** will be on the 15th. I just went to our website and registered two vehicles – there's still time and space for more, I hope to see you there!



Ales & Octane at New Realm Brewery Daniel Island

www.britishcarclubcharleston.com

MG Knowledge Quiz Answers

1. What parts of the MGA body are not made of steel?
Bonnet, doors, and boot lid are aluminum
2. Which popular Austin Healey shared the assembly line with the MG Midget?
Austin Healey Sprite
3. Which MG sold more than 100,000 cars in four years breaking all MG sales records up to that time?
MGTC
4. What was the MSRP for the MGTD when it was first introduced to America?
\$2115
5. What was the first MG sports car built with unibody or monocoque structure?
MG Midget
6. MGTF was produced from 53 to 55. What were the total production numbers for this model?
9600
7. Who created the MG marque in 1924?
Cecil Kimber
8. Which post-war MG sports car did not offer center hub mount wire wheels?
MGTD
9. What was the first car manufactured by MG with an independently recorded top speed of over 100mph?
MGA
10. The MGB was the bestselling MG of all time. What MG was the second best selling MG?
MG Midget
11. What two-seater roadster overtook MGB as the bestselling car of its type in the early 2000s?
Mazda Miata
12. Which MG sports car was never officially launched in the UK?
MGTF
13. Which MG sports car was the first to be fitted with front disc brakes instead of drums?
MGA
14. According to manufacturer's spec's, what was the top speed of an MGTC?
75 mph
15. What specific group of people is credited with introducing the MG to America?
US service men coming home from WW II

(Source for questions and answers, *Essential MG*, Graham Robson.)

COVER CAR STORY

1957 MGA 1500 ROADSTER

In 1957 I was nine years old, growing up in California during the real “Wonder Years”. I had always been interested in cars for as long as I can remember. Mostly heavy Detroit iron - that’s really all that I was exposed to at that time. At that young age I could name make and model of every car we passed along the road on our Sunday drives. It was a time when every auto manufacturer changed their model designs every year. My young friends and I couldn’t wait for the first week of September when all the new models were revealed in full-color, two-page spreads in *Life*, *Look*, and *Post* magazines. Those days of new model introductions every year are long gone for the most part.

During the 50s and 60s automobile ad illustration was at its peak, and auto design seemed to be at its most exciting. At 10 or 11 my best friend and I innocently submitted our car designs to GM. Some weeks later they actually responded and we both received a (form) letter from the Pontiac Division encouraging us to “get a good education” and “follow our passion”.

That letter has long been lost, but did encourage me to move towards an Art and Architecture career.

My first “hands-on” experience with a British sports car was about age 13. My single, San Francisco legal secretary, Aunt arrived for a visit driving her new, white over red 1960 MGA Roadster. I was smitten. I spent many hours of “seat time” in that beautiful car every time she visited - learning the shift pattern, clutch, gas, and brake pedal action. I was ready to drive the day I turned 16.

After a few missteps with used American cars (a Buick, a Ford, and a Pontiac) I was gifted my first LBC as an early high school graduation present by my mother. It was 1966 and I was now the proud owner of a nine-year-old, used BRG over black 1957 MGA - and didn’t have a clue how to take care of it. (Little did I know at that time that I would someday be the proud owner of another 1957 MGA. Although this time it would be a *sixty-five-year-old* classic.)

By this time most of my friends had “sports cars”, some old and some new. On weekends and Summer nights we would “rally” through the Santa Cruz Mountains in a train that included my 57 MGA, a 58 MGA Coupe, a new 67 MG Midget MkIII, an Austin-Healey



COVER CAR STORY *(continued)*

1957 MGA 1500 ROADSTER

Sprite, an MGTD, and a new 67 Austin-Healey 3000 (the rich kid), along with a few odd balls. Those being a 1960 Volvo PV544 4-speed, and the very odd 1960 Borgward Isabella Coupe.

At about that time I started to become aware of sports car racing - living only an hour or so from the Laguna Seca Road Course in Monterey. I had dreams of sports car racing on-track rather than through the mountains and went to Laguna several times a year for the CanAm Series to see Bruce McLaren dominate, and later Mark Donahue in the Penske 917s, as well as the Camel GT series for some great tight racing. Long story short, I did get a chance to race a few years later in the Formula Ford Series in Southern California. Short lived due to life happening. Marriage, parenthood, work (starting my own graphic design business). So, my MGA was no longer practical for a young family. And, after all, by that time it had become just a 13-year-old used car - and not in the best of shape. Time to move on.

Fast forward about fifty years, (time really does fly ...), and home is now Charleston (Summerville), arriving in 2015 after a nine year "layover" in Oklahoma. We left California in 2006 and rarely get back, but it's definitely not the California of my "wonder years", nor would I really want it to be.

Since settling into our new southern lifestyle I began to think more often about buying another MGA. It was now the right time of our lives to enjoy little indulgences. About 3 years ago I began "looking" for an A in earnest - frequenting all the auction sites and checking values, locations, shipping, costs, insurance, etc. I didn't want a perfect car - most were too expensive for me - but one that I didn't have to spend hours in the garage fixing. At my age that's really the last thing I wanted to do. I wanted to *drive it*.

After looking at several prospects throughout 2020, I found our current MG in Northern Georgia in early 2021. After a five-hour drive to see it, drive it, and ask lots of questions we made a deal. After all the paperwork was completed and payment was received I excitingly arranged for our "new" MGA to be shipped to its new South Carolina home.

www.britishcarclubcharleston.com



The new Sunday drive.

The night (yes, night) that the transport arrived it was pouring rain. It had been delayed by several hours due to the late February storm. Since it was too big to navigate our narrow streets, the fifty-foot transporter had to park on the Hwy 17 median. As the MGA was backed out of the truck it almost fell off the rain slickened ramps. After some tense moments of back and forth on the ramps the car was finally on the pavement. With traffic passing in both directions I began the less than comfortable six block drive home in near pitch-black, monsoon like conditions. With terrible windscreen wipers and very poor visibility I made my way through the winding streets - missing shifts, grinding gears, and nearly running off the almost invisible road. Did I mention that I was also soaking wet. I finally arrived home.

Had I made a terrible mistake? *Absolutely not!*
Welcome to the *New Wonder Years!*

Gary Brown and Bette Cooper



Starting them young. Our granddaughter Ana helping out at last years Cars on Kiawah.

HALLIE HILL ANIMAL SANCTUARY PRESENTS



Sunday, May 15th, 10am - 2pm

Founders Hall at Charles Towne Landing
1500 Old Towne Rd, Charleston, SC 29407

Event is free to the public!

Featuring a classic car show, silent art auction, food trucks,
adorable adoptable dogs... and more!

Proceeds benefit the animals of Hallie Hill Animal Sanctuary!

To learn more, please go to halliehill.com.



FOUNDERS HALL
AGELESS CHARM | MODERN VERSATILITY
AT CHARLES TOWNE LANDING



Hallie Hill
ANIMAL SANCTUARY

MEPKIN ABBEY DRIVE

by Millie Horton

On Saturday, April 23, BCCC members turned out for a sunny drive up to **Mepkin Abbey on the Cooper River**. About 9 cars caravanned from Mt. Pleasant up Hwy. 41 and 402 while others from northern regions of the area met us at Mepkin. Once you get past the new subdivisions on Hwy.41 and motor over that “new” Wando River Bridge, the drive through part of the Francis Marion Forest is enchanting.

Once at Mepkin, we scattered to explore the graves of the Laurens family members (near the Columbarium) and those of the Luce family, who subsequently gave the land to the Catholic Church. Trappist monks now are the stewards of Mepkin and the Abbey.

Our chairs were set up on a bluff overlooking the Cooper River where lively conversations ensued. Events such as this one provide members with time to visit without having “car show” concerns/obligations. Gary and Beverly Ling “won” the “Best picnic” accolade with their wooden table, feast, and Prosecco! What else would you expect from a Rolls-Royce Corniche owner?!

On our way out, three of us discovered the Miata Club was also visiting Mepkin as part of its day driving itinerary.

We are grateful that Mepkin allows the general public to enjoy the serenity and beauty of the area while absorbing its important place in SC history. My sincere thanks to all of you who participated. Drives are only a success if y’all show up!

Millie Horton

BCCC Events Coordinator

(PS: If you have an idea for a drive or a place you would like to visit, please send me your suggestions at millie.horton2@gmail.com)



Photos courtesy of John Nuss and Millie Horton

MEPKIN ABBEY DRIVE

by Millie Horton



Photos courtesy of John Nuss and Millie Horton

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
LROSATO525@COMCAST.NET
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**Freeze Plugs and Dry Differentials**

When **Millard Smith** contacted me, he said the brakes on his **MGTD** that he recently purchased hardly worked. So, we set up a date for a tech session and he ordered parts. The day before the tech session, I picked up the TD using Peter Steele's trailer, which just happened to be at my house. As usual we had a great group of club members to help work on the car. The morning of the tech session I noticed a large puddle of coolant on the floor. It took a while, but we tracked the coolant leak to the **freeze plug** at the rear of the engine. The radiator also had several places that appeared to be leaking so Millard purchased a new radiator. Freeze plugs in an engine block are there to relieve pressure in the case where the coolant freezes and expands, preventing the block from cracking. Freeze plugs are relatively inexpensive and are usually easy to replace. But in this case, the freeze plug was about an inch from the firewall. This required pulling the engine to gain access to the plug. As we've done in the past, we strapped a come-along to the garage rafters and attached it to the lifting bar. We removed all the connections to the engine as well as the motor mounts, transmission support and connection to the drive shaft. We were able to move the engine forward about 8 inches. This gave enough space to remove the leaking freeze plug.

A freeze plug is installed by inserting it into the position in the block then hitting it with a blunt hammer. The plug is domed and when it is hit with the hammer, it expands radially making a solid connection to the block. In looking at the removed plug it looked like it was hit with a screw driver coming close to piercing the plug. The removed plug was steel and highly corroded on the inside. The replacement plug is brass which will not corrode. We cleaned the seat for the plug and inserted it, it was a snug fit as it should have been. The problem now was there wasn't enough room to swing a hammer. So instead of completely removing the engine, we drilled a half inch diameter hole in the firewall right behind the plug. We pushed a 3/8" ratchet extension through the hole onto the plug then hit the extension with a 2-pound hammer.

While this was going on, others in the group replaced the brake cylinders and shoes on all four wheels. The front brakes were both saturated with leaking brake fluid.

At our last tech session to put the TD back together, we put all the coolant hoses on and replaced the bonnet. We



Dave Millard and Randy working hard.



Pulling the engine to replace the freeze plug.



Freeze plug at rear of engine adjacent firewall.



The replaced leaking freeze plug.

LBC TECH (continued)

filled the radiator and I took the car for a test drive. I got about 20 feet and stopped because of a loud noise coming from the rear. After putting the car back on the left, we noticed that there was a lot of play in the differential. Upon removing the oil filler plug in the differential, we found there to be no oil. We filled the axle with 90 weight oil. We also noticed that an exhaust flexible hanger was broken. Using an old radiator hose, we rebuilt the hanger. The next test drive went much better, no noises. Millard drove the TD home.



Wire Wheels and Rear Axle Replacement

In a recent Tech Session Dave put wire wheels on his A which included replacing the rear axle. This included swapping over the brakes. The wire wheel axle included the new differential ring and pinion gears to reduce the rpm. The lower differential ratio reduced engine speed by 5-600 rpm at highway speeds.



The old and the new.



Dave's original steel wheels pre axle swap.



Gene Carter and Dave post axle swap.

CAROLINA BRITISH CLASSICS XIV

Saturday, April 2, 2022

Early morning on April 2nd, a group of us met up in West Ashley to drive to the show, taking a leisurely drive on back roads. It was a chilly start, but it turned into a perfect day. We had 14 cars from BCCC at the show and four others showed up without their LBC. It was great to see such a showing. The Midlands club always has a nice showing at our British Car Day. Sunbeams has a great showing with 30 cars. **John Scott** had a class award as well as **Best in Show** award with his **1963 Jaguar MKII**. **Bob Simons, Lewis Hay, Phil Odom, Bob Brooks** and **Brian Smart** received class awards. Sorry if we missed anyone.



CAROLINA BRITISH CLASSICS XIV

Saturday, April 2, 2022



John Scott's 1963 Jaguar Mk II won Best in Show



CAROLINA BRITISH CLASSICS XIV

Saturday, April 2, 2022



CAROLINA BRITISH CLASSICS XIV

Saturday, April 2, 2022





Photo Courtesy: Parks Canada



CAR SHOW

TECH SESSIONS

FUNKHANA

VALVE COVER RACING

MODEL COMPETITION

PHOTO CONTEST

LIFT LOCK TOURS

LOCAL RALLY

SELF-DIRECTED DRIVES

PARKING LOT PARTY

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



North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern MG



ASK MR. BENTWRENCH[®]

Bob Hitchcock of British Sports Car Club of Louisville

'What is the best oil to use in my old British sports car?' - In response to the perpetual oil questions, I am posting my Mr Bentwrench article in our Files tab on the top five rated oils available about everywhere. All are top rated high shear oils and contain the required ZDDP content we need for our old flat tappet cams. Most everyone is already using them... but now you know why. - Dave

Dear Mr. Bentwrench - What's all the fuss about having to have zinc in my oil now? Is this something new? I find that there is a new ZDDP oil additive, whatever that is. Can I just add some of that in with my next oil change and be done? - *Wearing Thin*

Dear Wearing Thin - All our old British engines use flat tappets vs modern, low friction roller tappets and require a 'high zinc' oil that is getting harder to find as today's oils are no longer formulated at the level we still require. ZDDP is real short for *Zinc Dialkyl Dithio Phosphate*. We're looking at the oil's 'ZDDP' specification which is *approximately* half way between its *zinc* and *phosphate* content in ppm.

We need a ZDDP level of at least above 1,000 but testing has found that above 1,400 ppm, ZDDP *increased* long term wear and it was also found that ZDDP above 2,000 ppm, started attacking the grain boundaries in the iron, resulting in camshaft spalling! Our vintage SH spec oils were 1200ppm *minimum*. Modern specs like GF-4/GF-5 are 800ppm *maximum*!

Yes, there are off-the-shelf 'ZDDP' additives but test results when mixed at various ratios with various oils have yielded wildly unpredictable ZDDP levels which could do more harm than good. As above, optimum protection is between 1,000 to 1,400ppm.

Here is something to note about zinc and catalytic converters. ALL high ZDDP levels can be detrimental to the rare metals found in OBD sensors and catalytic converters so that's not JUST the rumored Rotellas but generally ALL the current heavy duty & diesel grade oils as well as the popular specialty 'racing oils'. So, if you're running around with an old flat tappet OHV design, you probably don't even have a cat anyway!

Of 40 oils in a recent test, there were only FIVE that were 1) within this prime range, and 2) readily available to us at our local parts house. They are ranked by their wear protection measured by their psi shear pressures which is more important for those with high valve spring pressures. Two surprising finds for me were common **Shell Rotella T4 15W40 conventional diesel oil (white jug)** found cheap and by the gallon at Walmart and the quite reasonably priced quart size **Valvoline 10W40 4-stroke conventional motorcycle oil**. Go figure.

10W30 Valvoline VR1 Synthetic Racing Oil, API SL (black bottle) = 101,139 psi

zinc = 1180 ppm

phos = 1112 ppm

ZDDP = 1100 ppm

5W50 Castrol Edge with Syntec API SN, synthetic, formerly Castrol Syntec, black bottle = 75,409 psi

zinc = 1252 ppm

phos = 1197 ppm

ZDDP = 1200 ppm

15W40 "NEW" SHELL ROTELLA T4 Diesel Oil conventional, API CJ-4, CI-4 Plus, CF-4,CF/SM = 72,022 psi

zinc = 1454 ppm

phos = 1062 ppm

ZDDP = 1200 ppm

15W50 Mobil 1, API SN synthetic = 70,235 psi

zinc = 1133 ppm

phos = 1,168 ppm

ZDDP = 1100 ppm

10W40 Valvoline 4 Stroke Motorcycle Oil conventional, API SJ = 65,553 psi

zinc = 1154 ppm

phos = 1075 ppm

ZDDP = 1100 ppm

Shell Rotella T6 5W40 (blue jug) - Although not included in the 40 oil test, this long time darling of the high revving import and tuner crowd also specs at 1200ppm. Very popular as a high quality, high ZDDP, true full synthetic oil at a budget price. Recently reformulated and labeled as 'T6 Multi-Vehicle' with an SM multi fleet service rating now making it more compatible should you have a cat equipped car.

Here is a quick mention to *lead* additives to our *gas*. Everyone that asks about high zinc oils invariably next asks about using lead additives to their gas. Unleaded gas was introduced in 1973 to help protect catalytic converters. If your gas filler neck is restricted, you have (or had) a cat equipped car and your engine came with at least hardened valve seats and possibly even hardened valves. Accordingly, no lead gas additives are required. Now if yours is a pre-unleaded gas car, a lead additive would of course be helpful, but these older engines are pretty durable. With that, don't panic and just have hardened Stellite valves and seats installed with your next head job.

Looks like any of these five listed oils should be very easy to find locally all would be perfectly suited for our antique tractor engines. Just choose your preferred weight, technology and price point.

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

HAPPY BIRTHDAY

For May

Fred Motter	1
John Bigler	1
Will MacPhee	6
Kent Tucker	8
Bonnie Gibeaut	9
Lee Higdon	13
Frank Neill	14
Brian Smart	15
Louis Tripician	16
Wray Lemke	17
Ruth Moschel	19
Diane Rowan	19
Michael Gilmartin	22
Richard Rothman	22
David Plesich	25
Lynn Rosato	25
Susan Witty	26
Matt Zender	27
Frank Wissman	29
Fred Reeser	31
Bill Hines	31

WELCOME NEW MEMBERS

Ryan and Leslie Campbell
1968 MG Midget and 1974 MG Midget

Michael and Kimberly Caristi
2001 Jaguar XKR

Edwin and Ellen Harley
1958 Jaguar XK150S Roadster and
1952 Bentley Mark VI Drophead

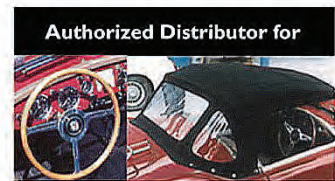
Yank and Rickie Sefton
1958 Morris Minor Woodie

Joseph Thomas
1997 Land Rover Defender 90

**OUR SERVICE PUTS US
A-PART FROM THE REST.**

At Little British, we know who we are and where our business comes from. As a growing company founded in the late 90's, we take pride in giving you high quality customer service. We will have the parts you need, the convenience you want, and at a lower price than you thought you would pay.

By being an online based company, we are able to keep costs low and maintain a flawless ordering system that is quick and user friendly. We have the parts for most British marques and models as well as fun collectibles and other useful items for the British car enthusiast. Log on to www.LBCarCo.com and see why we excel at what we do.



Pertronix Electric Ignitions and Coils

Vintage Ads

Don Hoods

Mota-Lita Steering Wheels

Gunson Tools

Moss Motors

Halogen Bulbs for Most British and American Cars

Plus many others!



Little British Car Company
www.LBCarCo.com

Jeff Zorn • 29311 Aranel Farmington Hills, MI 48334
Phone: 248-489-0022 • Toll-free: 800-637-9640
Fax: 248-489-9665 • Email: LBCarCo@LBCarCo.com
Major credit cards accepted



**Need Parts?
Call us first!**

Good weather is too late!

Don't wait to get your British Car ready for better weather. Call us today and get all those nagging maintenance issues taken care of.

We have a large selection of parts for your British Car on the shelf. What we don't have We can get fast!

Call Today!

(843) 552-6555

**3170A Stanton Court
N. Charleston, SC 29418**

Just off Ashley Phosphate Road in the Pepperdam Industrial Park.

www.CharlestonImportAuto.com

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.



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.

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

MAY 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 9am – 2pm Randy Dickinson's MGTD Tech Session	7
8	9 10am – 2pm David Plesich's TR7 Electrical Tech Session	10	11	12	13	14 12 Noon Monthly Meeting 989 Lansing Dr., Mt Pleasant
15 11am – 3pm Animals, Art and Automobiles Founders Hall 1500 Old Towne Rd., Charleston	16	17	18	19	20	21 9am – 11am Sea Islands Cars and Coffee
22	23	24	25	26	27	28
29	30	31				

Longtime BCCC member **Mert Fox** at one point owned a 1960 Austin Healey, BN7, MK1, 3000 roadster. In 2015, he sold it to a chap in England. Mert is also a member of the Austin Healey Club of America. This year the annual AHCA calendar for the month of May features his Healey.

"This 1960 Austin-Healey 3000 Mark I, series BN7, entered the USA via Philadelphia in May 1960. Then the journey throughout America went through New England, then across the Midwest, and settled in California. Mert Fox acquired it there in 1988. It was towed to St. Louis and stored until 1992. Its final coast-to-coast adventure ended in Charleston, South Carolina in 1993. In 2015 Mert passed the car to a new owner. In July 2015 a chap from Cranleigh Grange, England, purchased the Healey. Mert is a member of the British Car Club of Charleston and the Austin-Healey Club of America."



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
Gerry Odenbach	Treasurer	(239) 249-2880	odiewankanobi@gmail.com
Irene Breland	Secretary		irenebreland@comcast.net
Frank Neill	Membership Coordinator		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
--------------	------------	----------------	-------------------------------

WEBMASTER

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

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: _____