



The WINDSCREEN

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1953 Bentley R-Type Saloon / Owner: Millie Horton

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PREZ SEZ by Dave Rosato

I always envisioned retirement as sitting on the deck with a glass of wine watching the Egrets fly by. I think I might have done that once this past month, for a minute or two.

For us, the month started with the five-day drive to the **Blue Ridge Mountains**. **Hurricane Ian** dropped the number of cars going from 12 to 6, but luckily for the ones that did go, Ian veered to the east giving us cool but great weather. More on that later in the *Windscreen*. The Saturday after returning was the **Monthly Meeting** at **Rutledge Cab**. The new venue turned out to be very well received. Again, more on that later in the *Windscreen*. Then, the following Thursday was a **Tech Session** on club member **Yank Sefton's Morris Minor Traveler**. More on that in **Frank Wissman's** write-up. Two-days later we had **BRITFEST** and the **Edisto Beach Drive**. We had about 22 cars on the drive with a wonderful lunch at **Waterfront Restaurant**. More on them later. As all of this was going on, we had a new roof and gutters put on the house.

I was contacted by **Tyler Robinson**, **Bill Hall's** son-in-law. His wife, **Jackie**, and her sister inherited Bill's **Lotus** and **Austin Champ** and were interested in showing them at **BCD**. **Bill Hall** was a long-time club member who passed away this past February. The Champ's rear wheels were locked up and the starter wouldn't work. The Lotus started but ran very rough, but the cooling fans never came on. So, we had a **Tech Session** at their house the following Tuesday. **Frank Wissman** attacked the Lotus while others worked on the Champ. We were able to loosen the rear brake drums and remove them. A little cleaning and adjusting solved that problem. The brake pedal went right to the floor, so we bled the brakes.

The following Saturday we had a **Tech Session** that was organized by **Carl Ware**. **John Twist**, known for his over 400 YouTube how-to videos on MG servicing, gave a one-day session on **MG transmissions**. He brought a cut-away of an MGB transmission and showed how they operated. **Teddy Mengedoht** brought the transmission from his **Spitfire**. So, John completely disassembled it as we created a list of parts Teddy needed to buy. Just for the fun of it, he also disassembled the overdrive.

The following Tuesday we did a follow-up **Tech Session** on **Bill Hall's cars**. **Frank** put a temporary relay and under-dash switch to turn on the fans. We found and fixed issues with the Champ starter which resulted in spinning the engine with the spark plugs pulled. But the oil pressure gauge showed no oil pressure. We decided that the Champ would be trailered to BCD. Thanks again to **Peter Steele** for the use of the trailer. Three days later was the **Welcome Reception**, then **BCD on Saturday**. More on the later in the *Windscreen*. Next Thursday Lynn and I are off to our cabin for a week of a needed vacation!

I want to thank **Millie Horton**, **Irene Breland**, **Frank Neill**, **Gary Brown**, **Bette Cooper** and **Bob Simons** for their unrelenting help in planning **British Car Day**. A very special thanks goes to my wife, **Lynn**, who's attention to detail made BCD so special. All our volunteer help on Friday on the field and the McLeod events as well as before, during and after the show on Saturday made the show as successful as it was. I was a little frantic when we had a line of cars entering the field at 9am. But it didn't take long until the parking group worked like a well-oiled machine. Many thanks to all! 🇬🇧

Dave

WELCOME NEW MEMBERS

Philip Carver
1951 MG TD

Wayne Colson
1977 MGB Roadster

Lon Herman
2018 Mini Clubman All4 6spd. Manual

Kim and Peggy Magraw
2011 Jaguar XKR

Drew Seay
1972 Triumph TR6

Jay Walker
Jaguar F-type

We Look Forward to Many Happy Miles Together!

2022 BRITISH CAR DAY AWARD WINNERS

Saturday, October 29

BEST IN SHOW



Gordon King 1930 Bentley 4.5 Litre

BEST PRESENTATION



Carl Smith

LONGEST DISTANCE AWARD



Allan and Mary Ann Rae

CLASS 1 / FIRST PLACE



Jeff Nickles 2019 Aston Martin Vantage

CLASS 2A / FIRST PLACE



Lewis Hay 1956 Austin-Healey BN-2

CLASS 2A / SECOND PLACE



Stephen Samuels 1958 Austin Healey 100-6

CLASS 2A / THIRD PLACE



Mike Sanzari 1963 Austin Healey 3000

CLASS 3A / FIRST PLACE



Thomas Meservey 1972 MG Midget

CLASS 3A / SECOND PLACE



Kyle Romanick 1968 MG Midget

CLASS 3B / FIRST PLACE



Renee Jamison 1959 A-H Bugeye Sprite

CLASS 4 / FIRST PLACE



Scott Bluestein 1961 Alvis TD21

CLASS 4 / SECOND PLACE



Edwin Harley 1952 Bentley Mark VI Drophead Coupe

2022 BRITISH CAR DAY AWARD WINNERS

(continued)

CLASS 4 / THIRD PLACE



Bob Brooks 1988 Rolls-Royce Silver Spur

CLASS 5 / FIRST PLACE



Bob Simons 1975 Norton Commando

CLASS 5 / SECOND PLACE



Frank Wissman 1981 Triumph Bonneville

CLASS 6 / FIRST PLACE



Harry Cramer 1952 Jaguar Xk120

CLASS 6 / SECOND PLACE



P. Michael Gaskins 1959 Jaguar Mark IX

CLASS 7 / FIRST PLACE



Louis Tripician 1967 XKE 2+2

CLASS 7 / SECOND PLACE



David Bulfin 1966 Jaguar OTS

CLASS 9 / FIRST PLACE



David Reilly 1967 Jaguar 3.8 (S)

CLASS 9 / SECOND PLACE



Nick Kobylk 1987 Jaguar XJ6

CLASS 9 / THIRD PLACE



Ken Smith 2008 Jaguar XKR

CLASS 14 / FIRST PLACE



Otis Engelman 1962 Lotus Elite

CLASS 14 / SECOND PLACE



James Schopp 1985 Lotus S3 - Turbo Esprit

2022 BRITISH CAR DAY AWARD WINNERS

(continued)

CLASS 14 / THIRD PLACE



Otis Engelman 1971 Lotus Elan

CLASS 15 / FIRST PLACE



Gary Brown 1957 MG A 1500 Roadster

CLASS 15 / SECOND PLACE



Bryan Hoffman 1959 MG A

CLASS 16A / FIRST PLACE



Ethan Harris 1974 MG B

CLASS 16A / SECOND PLACE



Gerald Medford 1973 MG BGT

CLASS 16A / THIRD PLACE



Thomas Moschel 1968 MG MGB GT

CLASS 16B / FIRST PLACE



Otmar Renken 1978 MG B

CLASS 16B / SECOND PLACE



Greg Hoch 1979 MGB Roadster

CLASS 16B / THIRD PLACE



Susanne Lemke 1974 MG BGT

CLASS 19 / FIRST PLACE



Ronald Platt 1951 MG TD

CLASS 19 / SECOND PLACE



Carl Smith 1951 MG TD

CLASS 19 / THIRD PLACE



Kirk Crawford 1949 MG TC

2022 BRITISH CAR DAY AWARD WINNERS

(continued)

CLASS 20 / FIRST PLACE



Richie Hartley 1974 Clubman Estate Wagon

CLASS 20 / SECOND PLACE



Brian Smart 1968 Riley Elf MkII

CLASS 20 / THIRD PLACE



Will MacPhee 2021 Mini 1499 GT

CLASS 21 / FIRST PLACE



John Nuss 1954 Morgan 4-Apr

CLASS 21 / SECOND PLACE



Judy Heck 2005 Morgan Aero 8

CLASS 21 / THIRD PLACE



John Bigler 1959 Morgan 4-Apr

CLASS 22 / FIRST PLACE



Mike Green 1990 Mini Mayfair

CLASS 22 / SECOND PLACE



Dale Ficken 1993 Rover Mini Cooper

CLASS 24 / FIRST PLACE



Wray Lemke 1958 MG Magnette ZBV

CLASS 24 / SECOND PLACE



William Kennedy 1974 TVR 2500M

CLASS 24 / THIRD PLACE



Dick Foltz 1962 Wolseley 1500

CLASS 25 / FIRST PLACE



Dennis Wunsch 1972 Triumph Stag

2022 BRITISH CAR DAY AWARD WINNERS (continued)

CLASS 25 / SECOND PLACE



Terrence Smith 2015 McLaren 650s

CLASS 25 / THIRD PLACE



Ron Neal 1968 MG C

CLASS 26 / FIRST PLACE



Dave Romanick 1964 Sunbeam Tiger

CLASS 26 / SECOND PLACE



Richard Fritz 1963 Sunbeam Alpine GT

CLASS 27 / FIRST PLACE



Warren Bender 1961 Triumph TR3

CLASS 27 / SECOND PLACE



Patterson Smith 1959 Triumph TR3A

CLASS 27 / THIRD PLACE



Niall Mays 1960 Triumph 3A

CLASS 28 / FIRST PLACE



Michael Siegmund 1968 Triumph TR5 PI

CLASS 28 / SECOND PLACE



Robert Morey 1962 Triumph TR4

CLASS 29 / FIRST PLACE



Dana Ferris 1976 Triumph TR6

CLASS 29 / SECOND PLACE



Andrew Seay 1972 Triumph TR6

CLASS 30 / FIRST PLACE



David Plesich 1980 Triumph TR7

2022 BRITISH CAR DAY AWARD WINNERS

(continued)

CLASS 34 / FIRST PLACE



Gene Carter 1979 Triumph Spitfire 1500

CLASS 34 / SECOND PLACE



Pamela Brown 1978 Triumph Spitfire

CLASS 36 / FIRST PLACE



Lowell Wakker 2019 Jaguar Baby Scale Replica

BCCC REGALIA

You are now able to order merchandise with the BCCC logo directly from LAND'S END, as well other BCCC regalia 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.

The screenshot shows the Lands' End Business website interface. At the top, there's a red header with the phone number 1-800-587-1541 and a HELP link. Below the header, the site name "LANDS' END BUSINESS" is displayed, along with "BRITISH CAR CLUB OF CHARLESTON APPAREL STORE". A search bar and user account links are visible. The main content area features a welcome message, a grid of various colored polo shirts, and a photo of a man and a woman wearing the shirts. Navigation links for MEN, WOMEN, and PROMOTIONAL PRODUCTS are present. A "TRACK ORDER" link is in the top right. At the bottom, there are sections for CONTACT US, CUSTOMER SERVICE, SERVICES & RESOURCES, and BEHIND THE LABEL.

Order Land's End Merchandise with the BCCC Logo Directly from their Website Now!

Point your camera at the QR Code to go directly to Land's End to order your BCCC SWAG or bookmark the page for later!!



VP'S CORNER by Bob Simons

Well, **British Car Day** has wrapped up for the **37th time**, and with a little left-over Halloween candy I'm almost recovered! **Dave** will have the details, but to say it was well attended is an understatement. I am not normally hard to find, as I am usually (depending on the other Bob's attire) the only person running around in a pith helmet, yet a friend attending was unable to spot me in the crowd. Perhaps he was distracted by the impressive array and number of vehicles displayed on the field. I will just say I am once again very proud of Dave and everyone who helped put the show together, and especially the participants, without whom it could not happen.

That said, if you can think of any way to improve the event, and particularly if you are willing to participate in its production, please let me, or any club officer, know. We'll be trying to capture as many 'lessons learned' as soon as possible, as planning for next year is already under weigh. Every task involved could use a shepherd (or two).

If you couldn't make BCD, well, there are pictures. And, though our schedule will slow down a bit for the holidays, things will get rolling again soon enough. 🇬🇧



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MUSC'S Dog Therapy Program

To benefit MUSC's dog therapy program, I was invited to bring the Bentley for a photo shoot atop the MUSC parking garage. A sweet Doberman from Beaufort was paired with my car, and the beautiful human model is actually a doctor at MUSC. Imagine the ded-

ication in bringing your therapy dog all the way from Beaufort! What a way to help others. Different dogs were chosen for each of the 12 months. As I understand, the calendar will be sold to help raise money for the program. The photographer was Jeanne Taylor with jt2design@aol.com. 🇬🇧

Millie



BCCC OCTOBER 2022 MEETING

by Irene Breland

The BCCC's October meeting was held at **Rutledge Cab Company** in Charleston on October 8th. Forty-two members and a lot of cool British cars showed up for the 10 o'clock brunch meeting.

While orders were taken and coffee cups filled, our **President Dave Rosato** opened the meeting. He thanked the staff at **Rutledge Cab** for hosting our

large group and proceeded to discuss the upcoming **Blue Ridge Mountain Drive**.

Tech Session discussions followed outlining the work on several members cars. **Dave** then told us to check the website for updates on tech session dates and times.

BCD at this time has over 99 cars registered. The



BCCC OCTOBER 2022 MEETING

(continued)

numbers are ahead of registrations from this time last year. **Dave** advised members to check website for more information and to register soon, especially if planning to do any of the Friday events. He again went over the need for volunteers and filled most spots with eager (caffeine fueled) volunteers.

Check the website for changes and updates to

BCCC events and any brought up by members. Let Dave know of any ideas you may have for events.

Meeting was adjourned and all went outside to kick tires and talk about the LBCs in the parking lot. It was a mini car show with old and new members discussing their rides! Members spent as much time sharing car stories outside as eating inside 🇬🇧



COVER CAR STORY

1953 BENTLEY R-TYPE SALOON

Designed by John Blatchley, the Bentley R-Type was produced by Rolls-Royce at its Crewe, England location from 1952 to 1955. Approximately 2300 chassis were made, some to receive coachbuilder bodies but most produced at Crewe with standard steel saloon bodies. Born out of a desire to tweak the Bentley Mk VI, the boot was lengthened by seven inches producing more flowing lines to the car.

Bentley Motors began in 1919 with former railroad engineer Walter Owen Bentley (fondly called W.O.) producing a 3-Liter model near the office on Conduit St. in London. W.O. and his brother had formerly been brokers for the sale of an early French marque, DFP. W.O. showed great interest in racing the Bentleys, and, probably, overly invested in that direction. Thank goodness he did, because Bentley became known for its speed, winning Le Mans six times (including a modern-day win). Famed Bentley driver Woolf Barnato (heir to diamond

mines) rescued Bentley Motors financially, but in 1931 that wasn't enough: Bentley Motors was sold by secret bid to Rolls-Royce.

My 1953 R-Type has been in the family since 1977 when my dad bought it for my mom. They taught me how to love these classic cars. My mom dubbed the car Real Live Girl after its British number plate RLG.

After being brought back to life in 2012, first by



Millie Horton's 1953 Bentley served as a test bed for the transmission installed in Queen Elizabeth II's Rolls-Royce Phantom IV.

COVER CAR STORY *(continued)*

1953 BENTLEY R-TYPE SALOON

Wray Lemke's assessment and then by Robert Morey's mechanical expertise, RLG and I joined the car club scene: the BCCC and then the RROC (Southeast Region). I am now qualified as a Bentley judge.

RLG served as a demonstrator for Bentley Motors before going to its first individual owner: she sported the new automatic transmission (GM HydraMatic) and she served as a test bed for the transmission later installed in Queen Elizabeth II's Rolls-Royce Phantom IV.

RLG and my many mentors have made me passionate about this hobby and a woman's place in it. As Hagerty says, "Let's drive together!" 🇬🇧

Millie Horton





A Bentley Fit for a Queen

A car-lover's detective work uncovers the history of her family's 1953 R-Type and its ties to a Rolls-Royce that belonged to Elizabeth II

Millie Bull Horton, Mt. Pleasant, SC, 65, a retired high school English teacher, on her 1953 Bentley R-type as told by A.J. Baime.

Article reproduced from a December 10, 2019 story in the Wall Street Journal by A.J. Baime

My father bought our Bentley for my mother in 1977. The car's license plate reads RLG986 and my mother named the car Real Live Girl after the RLG. My father passed away in 2011. My mother is still living, but she had her fun with the car, so it came to me.

I am a person who loves origins. I found myself wishing that my car could talk so I could learn more about it. Since it could not, I began an investigation into its past.

I found the man from whom my father bought the car. He was in a nursing home in Marion, VA, and I interviewed him for two hours. I spoke to another previous owner over the phone, a former town mayor in Texas who had used the car for parades. I found documentation through car clubs and foundations. I flew to England to explore the location where the Bentley factory once stood, and I took a course in car show judging, so I could learn more about my car.

Ultimately, through an online forum, I met a man who said he once worked on Queen Elizabeth's fleet of cars. He told me that before my car came to America, it was used as a test bed for an automatic transmission that was going to be used in the Queen's new Rolls-Royce. (Elizabeth II was crowned the year this Bentley was built.) For years I have tried to find out when and how the car came to this country, but no luck yet.

This year marks the 100th anniversary of the Bentley brand. It was started by W.O. Bentley who built his first



car in London in 1919. His motto was, "to build a fast car, a good car, the best in its class," and to do so he got into racing. The Bentley boys were a bunch of racing drivers who won the 24 hours of Le Mans in Bentley cars in 1924 and 1927 through 1930, and that made Bentley world famous.

W.O Bentley was a great car builder, but bad with money. In 1931 he fell into trouble, and the brand was purchased by Rolls-Royce. That is why the two were sister brands for much of the 20th century. Today, Bentley is owned by Volkswagen and Rolls-Royce by BMW. These two quintessential English brands are now owned by the Germans.

I exercise Real Live Girl every week. To me she is a realization of W.O. Bentley's motto, a fast car, a good car, the best in its class.

BLUE RIDGE MOUNTAIN DRIVE

by Dave Rosato >



We had been planning the 5-day, 4-night drive to the Blue Ridge Mountains for a while. We had 12 cars and 23 people doing the drive, then Hurricane Ian arrived. Six cars and 12 people decided to do the drive anyways. Frank Neill parked his Austin Healey 3000 at the airport so his son Cary and wife Kate could use it, flying in from Canada for the drive. We met up in West Ashley on Thursday September 29th. Frank Neill and Becky drove up in Franks Midget. He plugged his cell phone into the cigarette lighter to charge it when he smelled smoke and most everything in the car died. He was still able to drive it so went home to get the C8 Corvette. Franks son Tyler, wife Summer and grandchild Parker met us up there. Tyler was driving his C8 Corvette. The four cars had a leisurely six-hour drive, stopping at Root 121 Café in Saluda for lunch.

Lynn and I stayed at our cabin and the rest stayed at Emberglow Outdoor Resort. They had their choice of vintage travel trailers, Yerts, a treehouse, Tiny Homes and Pods. We had dinner at the Italian restaurant La Strada in Lake Lure. We sat outside overlooking the lake.

Gene Carter had alternator problems in his Spitfire. He borrowed a charger from Emberglow and charged the battery over night.

The next morning, we took a scenic drive to Little Switzerland. The last 10 miles were on the Diamond-



Hmmmm, the alternator looks good to me!

back. It is like the Tail of the Dragon but goes up in altitude by a couple thousand feet. Usually, it is a fun drive going uphill the entire way swerving back and



BLUE RIDGE MOUNTAIN DRIVE*(continued)*

forth. Unfortunately, we had an SUV in front of us who had to slow down to 5mph to take each turn, so frustrating. When Lynn and I did it on the Harley, we didn't see another car the whole ten miles. We had lunch at the Little Switzerland Inn with the view shown below. After exploring the shops, we went on the Blue Ridge Parkway towards Asheville. This was about 50 miles of driving along the peak of the mountain range as high as 6,000 feet with beautiful views.



Friday night we had dinner at the Lake House Bar & Grill. It had started raining so the tops went up and we ate inside. This was the only rain we saw on the drive. Saturday morning, we had breakfast at the Victory Kitchen. The rest of the day was wine and apples. The first stop was at Souther Williams Vineyard.



Next was Grandad's Apples. Their apple cider doughnuts are the best. Next was Point Lookout Vineyards with 270 degree beautiful views. On our way to our next vineyard, we stopped at the quaint town Saluda. Leaving Saluda we took a road that dropped nearly 1000 feet in a quarter mile, 17 very tight switchbacks. Our next stop was Parker-Binns Vineyard. There we had wine and dinner.



For Sunday, our original plan was to go to Sierra Nevada Brewery. Seating 24 people became an issue so we switched to a picnic on the Blue Ridge Parkway. Sunday was quite cool and with only 12 people now, we decided to revert back to the brewery plan. Summer and Parker arrived at the brewery a little before us so she let them know that we were on our

BLUE RIDGE MOUNTAIN DRIVE

(continued)



way. So we had a short wait on the rear patio around the fire.

As we did at every dinner, we had a great time chatting and getting to know each other better.



Sunday evening we had a light dinner at The Lodge at Lake Lure. Recently restored with beautiful views of the lake.



BLUE RIDGE MOUNTAIN DRIVE (continued)

Monday morning we set off for Charleston. About an hour out we got a call over the walkie-talkie from Gene saying that he thought he had a flat. We pulled over at a gas station. As soon as we saw Gene's Spitfire, we knew it was more than a flat, the wheel was wobbling. Two of the four studs were broken and the other two were loose. I don't know why, but Gene had extra wheel nuts. We jacked up the car and tightened the two and put new nuts on what was left of the two broken bolts.



He tried it out and turned around a couple hundred yards down the street. The two nuts came off. We went searching for them but soon gave up and walked back to the gas station to figure out what was next. Just then a guy pulled up with his window down with something in his hand. It was one of the nuts. He had seen us looking for something along the street when he saw something shiny. He turned around, picked it up and brought it to us, asking if this was what we were looking for! What are the chances. People can be so thoughtful. We walked to where he found it and found the second one. Meanwhile, a guy at the gas station saw us and came over to suggest a service station on the other side of the intersection. I hopped into the MGA and went over. The car attracted a lot of attention and three guys came out. I told them of our problem and they said



that they could give us a hand. Gene hobbled the Spitfire to the garage and they stopped everything and put it up on the lift. Meanwhile another guy got on the phone to track down wheel bolts for a Spitfire, yah right. With a couple bolts removed from the car, Frank and I drove to the local auto parts store to see if they had something that would fit. After a lot of measuring, they found four new bolts and nuts. Back at the station we noticed they were about a quarter inch too long and the heads were too big, would hit the brake cylinder. They cut the bolts and ground down the heads and put them on the car. Gene went over to the owner and asked what he owed them.

BLUE RIDGE MOUNTAIN DRIVE*(continued)*

He said it was his pleasure to help us out. Gene gave them \$100 so they could get a lunch. Once again, things like this reassure your faith in humanity.

The Spitfire still had charging problems but driv-

ing during the day used very little battery power. We figured if the battery died, we'd swap it with Franks Healey to get it charged again. We never had to though and Gene and Delores made it home. 🇬🇧



EDISTO BEACH DRIVE

Saturday, October 15, 2022

The October monthly outing was a 2-part event. Some of us elected for an early drive to **Sea Island Cars and Coffee** at **Freshfields** from 9-11. The **Terrace Theatre** had been designated a meet-up space to drive down. **Mike Caristi** was already there; so delightful to have time to visit with a newish member. Then **John Nuss** arrived and we headed down enchanting River Road.



Freshfields afforded quality time to visit other members and people who wanted to know about our cars. The **Sanzaris** had the right idea: bring the chairs to sit beside your car and people watch!

At 11 a.m. our group left **Freshfields** to rendezvous with other Club members at the nearby South State Bank and head out for Edisto. The length of the drive always surprises me because there is usually a good bit of time between my visits to Edisto. Once we left Hwy 17 South, the drive improved with the scenery and the pace. It was a gorgeous October day.



For those who may not know, Edisto's name derives from the **Edisto Indians**. At the **Edisto Beach State Park**, there is a surviving Indian mound built by the Edistos. I plan to return to investigate the Museum there as well.

About 12:30 we rolled into town only to discover that others thought Edisto was a fun destination also: there was a festival we had not anticipated. Thanks to the efforts of a kind policeman and Dave on the walkie talkie, we navigated around the crowd and arrived at the **Waterfront Restaurant** with plenty of parking.

The restaurant was super busy but handled our group well despite being short-staffed. No one went away hungry.

EDISTO BEACH DRIVE

(continued)



People chose various routes back, but my group took the idyllic **Toogooddoo Rd.**, perfect for our cars with the curves and scenery.

Thanks to all of the members who helped organize the day and brought out their cars to make it a memorable day! 🇬🇧

Millie Horton



SEA ISLAND CARS & COFFEE

Saturday, October 15, 2022



Paul Palmer and wife Julie in the AC Cobra



Ed Tilton's Austin Healey



Don Wathne's W O Bentley



New members Drew Seay and Kit Streets TR6



Gary and Beverly Ling in R-R Corniche



John Nuss's Bentley Continental R

SEA ISLAND CARS & COFFEE

Saturday, October 15, 2022



Lewis Hay's Austin Healey



Mike and Dee Sanzari's Austin Healey



Natalie & Scott Bluestein's 1961 Alvis TD21



Mike and Dee Sanzari



NINTH ANNUAL BRITFEST / Myrtle Beach, SC

The Grand Strand British Car Club's 2022 BRITFEST is in the books and was a resounding success! Several BCCC members were entered, boosting the field to over 120 cars and bikes. The event, originally slated for October 1st, was rescheduled due to Hurricane Ian. Those who suffered any impact from the storm remain in our thoughts. The show took place on October 15th, this alternate date being favored with a beautiful sunny fall day. The venue on the grass at The Market Common is a superb location for a car show. The tremendous turnout and delightfully well-run event are a testament to the unwavering commitment and resiliency of GSBCC members.



Winner of the My Favorite British Car (Best in Show) award was Thomas Wright with a gorgeous gray on gray 1936 Rolls Royce 2530 Sport Saloon. Our own Richard Fritz and Dave Romanick took home first and second in class respectively with a Sunbeam Alpine and Tiger.





NINTH ANNUAL BRITFEST *(continued)*

My “lawn chair neighbor” at the show was William Timmons, who drove down from North Carolina. He’s the original owner of the class winning 1960 yellow and green Lotus Elite, Type 14. Did I mention original owner! I sat enthralled as William shared stories about the ownership of his rare automobile. Highlights included an explanation of the origin of the Elite’s Coventry Climax engine and the tale of a rather renowned mechanic that once worked on the car. I learned that prior to the engine’s use in racing cars, and on a limited basis found in road cars, a very similar version was first designed for use as a fire pump for British fire departments. “They’d run a hose to the nearest pond, crank up the engine and run it at 6,000 RPM for hours”, explained William. While at a Lotus owners gathering decades ago, his car broke

down. The mechanic that walked up nonchalantly and quickly got the car running again was none other than Bob Dance, who was at the time Mario Andretti’s chief mechanic on the Lotus Formula One team. Chatting with a fellow LBC owner never disappoints.

It was heartening to see the strong turnout of both cars and spectators at BRITFEST 2022 even after GSBCC was forced to reschedule the event on very short notice.

It’s good to get out and support our fellow South Carolina British Car Clubs. 🇬🇧

Brent Varitz



BRITFEST 2022: My Take on The Myrtle Beach Car Show

by Richard Fritz

The hurricane disrupted Myrtle Beach Car Show, sponsored by the Grand Strand British Car Club, was successfully pushed out 2 weeks without a hic-cup. Ninety-six cars and 2 motorcycles were registered for the 9th Annual Britfest on October 15th. I counted 94 cars as I walked around taking pictures. I know one of the cars missing was Tom Miservey's Midget. It blew its head gasket a few blocks from the show field and had to be trailered back to Charleston. It's a good thing Dave Romknick was caravanning with Tom to get him to the show while the rescue trailer was being summoned. While Tom rested from the ordeal, I wandered around the show looking for other BCCC members present and spotted the infamous monster MGB 4X4, Dave's Sunbeam Tiger, and my Alpine, and that was about it. There were 9 Austin Healey's, a bunch of MG's with a variety of letter designations



from "A" to "TD", several TR-6's, 2 Spitfire's, a TR3, and a couple of Morgan's and Loti. Several non-British cars attended too. They were like the redheaded stepchildren, but each had their own personality and good looks. The car that people found irresistible was the Rolls-Royce, rare, well-kept, expensive, and the show favorite, of course.

I've been attending the Britfest in Myrtle Beach for 4 years and find the GSBCC members to be quite sociable and helpful, just like the people in the BCCC and the Midlands Center Club. This seems to be a common thread with mixed British Car Clubs. People don't have an elitist attitude like some of the exclusive single marque club members tend to. LBC owners have a 'blue collar' demeanor that sets us apart from the 'corner office' guys. They make no pretense about their cars and treat each other and interested car fans with respect and appreciation for what they have and enjoy sharing with others. I like sharing my stories with them and laughing about the adventures these LBC's bring to us. There is never a dull moment, but why should there be? It makes all LBC owners into a sturdier community. Maybe that's why we take life in stride and carry on. 🇬🇧

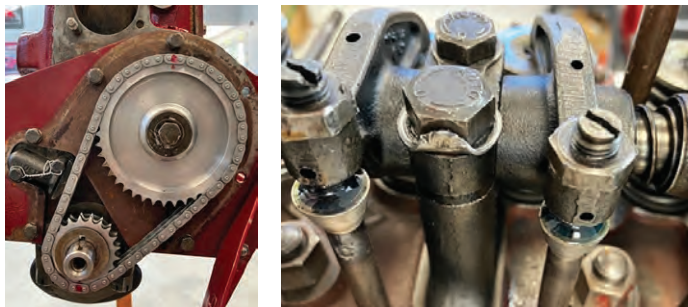


LBC TECH by Frank Wissman**Randy Dickinson's MG-TD Engine Rebuild Part II**

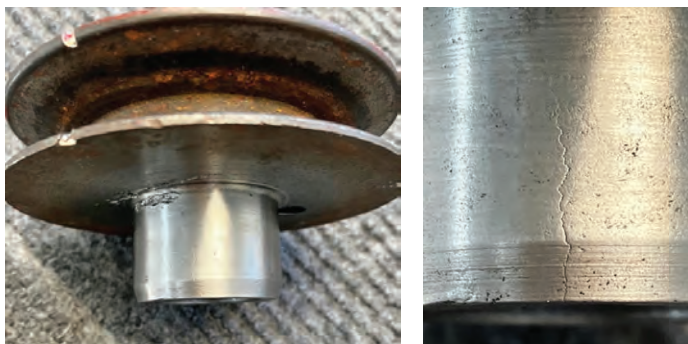
Last month I covered the Tech Session and the work afterwards, now I'll finish the build. Presenting the oil pump was straightforward, I cleaned and lubed the drive gear, and flooded the pump gears with assembly lube. All pump bolts were torqued to 72 in*lbs.

I stumbled a bit on the next step – I timed the cam/crankshaft (after I removed the rocker arm assembly) and then saw that I was missing the gasket between the block and bearer plate. A small delay waiting for the gasket...

Finally, the rotating assembly is timed with 13 links on the left and 15 links on the right of the indices on the gears. Next the chain tensioner is installed and safety-wired, and the rocker arm assembly is re-installed with the bolt heads secured by the lockplate tabs.



To rotate the engine for setting the valve clearances, I cleaned up the crankshaft pulley for a good smooth surface for the modern seal we will use, and will use the crankshaft bolt to turn the engine. Glad



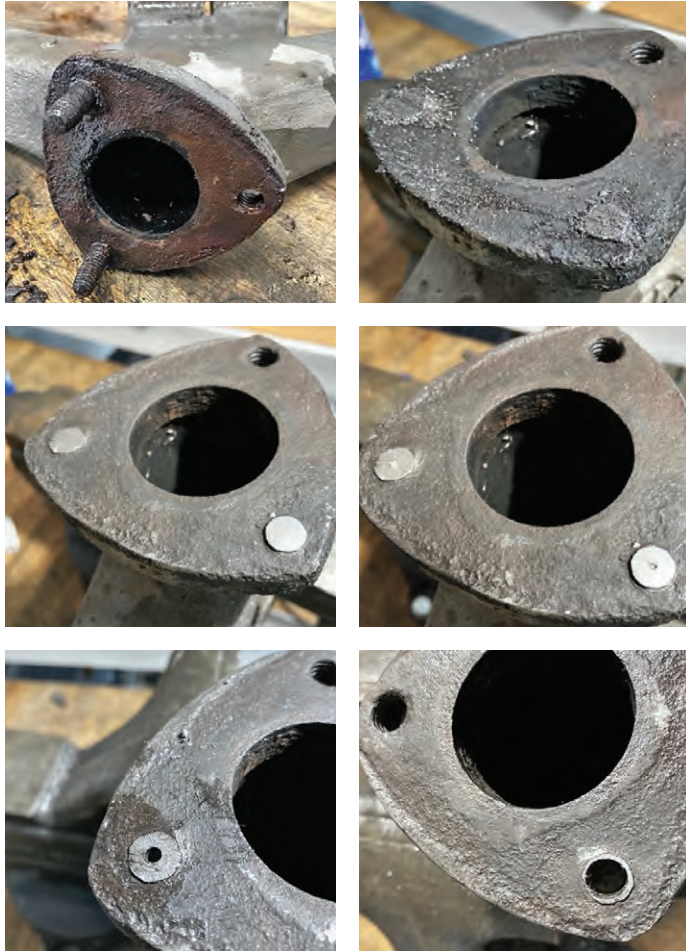
I cleaned it, as the 70 year old pulley had a hard life and is cracked at the keyway. So, we wait for parts, again.

The original valve clearance spec is set on a hot engine, which isn't going to happen on the engine stand. The consensus is to use a .015" gap on a cold engine, so that's what they are set to.

Finally, the engine is topped off with the valve cover – looking good!



Time to present the manifolds to the head. A bit of cleaning of the flanges and the intake is ready. The exhaust manifold cleaned up nicely on the head side, but the downpipe flange was rough. It was straightforward to get the old gasket off the flange, but two of the studs were pretty tired. They are M10-1.5, and so much material had rusted off that a die would slide down the stud, it didn't catch on anything or have to be turned at all. I soaked the studs with Kroil, used my 10mm stud extractor, heated the flange with a torch and added paraffin, nothing. In fact, the stud extractor rolled/crushed the threads so much I had to use the 8mm extractor to get any grip. No choice at this point - drill them out and re-tap the two. It took 5 sizes of left-hand drill bits, plus the final drill for the minor diameter of the thread to get there.

LBC TECH *(continued)***MG-TD Engine Rebuild Part II**

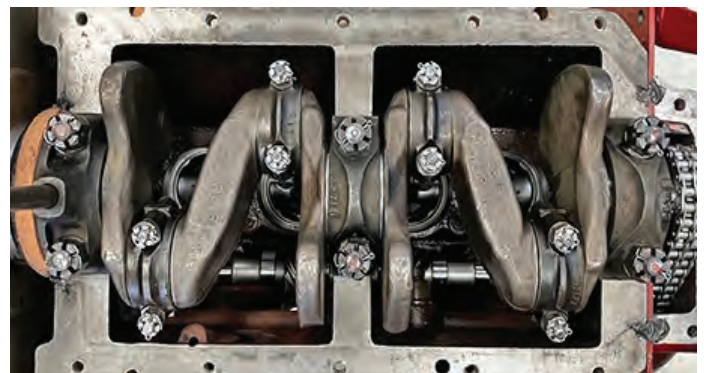
Came out pretty good for doing it by hand.



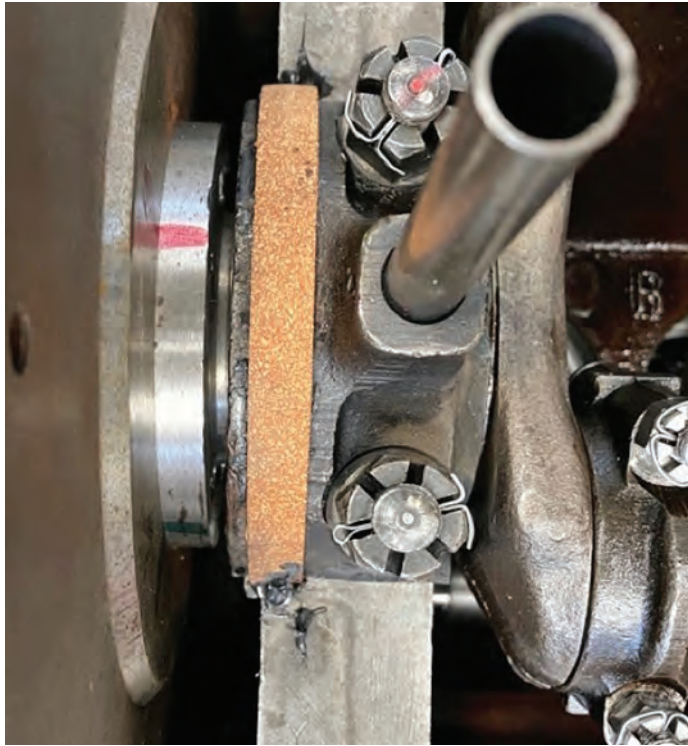
Checking the intake gaskets, they are about 2 mm too small, so a little trimming and smoothing is needed before we install the carbs.



The oil pan and oil sump are next, but first it's time to add the cotter-keys to all of the studs & bolts. The previous build used Nylock nuts on the connecting rods, but I opted for cotter-key & castellated nuts. I was surprised that two of the connecting rod bolts weren't drilled for cotter-keys, I figured that was standard practice. Not a problem, I used a drill fixture for safety wire and everything is fine now.



We are using the original style cork gasket in the rear and a modern double-lip seal that goes on the crankshaft pulley in front.

LBC TECH *(continued)***MG-TD Engine Rebuild Part II**

For the front seal, a 1988 Volvo cam seal is the ticket, actually, any standard 36 x 47 x 7 mm seal will work. The rear cork seal needed a little trimming, and I added some Black Gasket Maker at the ends. The front of the pan gasket needed some trimming to clear the new seal, too. Lastly, I added a bead of Hylo-mar Blue on both sides of the pan gaskets.

This step was much easier with the engine upside down, Bob Simmons lent the engine stand and it makes a huge difference. Thanks, Bob! Also, the second part of this article was a gold mine of knowledge for me. I chased all of the threaded holes for the sump in the block, but missed the two in the timing cover. Actually, one didn't have any threads to chase, it was



completely stripped out. I wish I put a Heli-Coil in when I could. No problem, I used a longer 6mm bolt and filed a few washers into a D-shape and clamped the corner up, nice and snug.

The pan is topped off with a new drain plug & gasket. And now is when I see what else I missed. All 5 threaded holes in the oil pan to attach the bell housing have been stripped, some to pretty much a smooth bore. I really should have inspected the pan before I mounted it, as this was the Thursday before our big weekend capping off with British Car Day at the park. Luckily Grainger had an 8 x 1.0 HeliCoil kit available for the next day, and Randy made the drive to pick it up so I was all set to install them on Sunday after a fantastic BCD.



Last to mount were the starter, oil line to the head, dipstick tube, dynamo bracket, and oil pump plug. The dynamo, fan, carburetors, and anything else I missed will wait until the engine and transmission are in the car.



Brent helped load the engine in my truck for the Nov 1 tech session at Rosato's Garage, luckily the engine stand height was a good match to the back of my truck! Moving the engine couldn't have been easier and I can't wait for an easy install! 🇬🇧

LBC TECH by Frank Wissman**Yank Sefton's Morris Minor Traveler Master Cylinder, Lost Then Found**

A nice start of the Tech Session. Yank Sefton brought donuts and the weather was perfect. Yank's Morris Minor Traveler needed a carb change and we needed to see how the brakes are. The car has seen a lot of work over the years, so we weren't sure what was correct and what was someone else's best guess. The big changes are the engine is a Nissan and the manual transmission was swapped for an automatic. The car was very hard to start with the old carb and it was leaking raw fuel onto the exhaust. The carb has an electric choke and the existing wiring had power always on to the choke, which really puzzled us. A dashboard photo found on-line shows that a manual choke was fitted at some time, but we didn't have a cable or the cable pull/handle. Luckily (!) Bobby Joly's MGB had the same Weber 32/36 DGV with an electric choke fitted and it runs great, so we quickly determined that power was always applied to the choke. Next, we measured the resistance of the old and new carb choke actuator and saw the old one was shorted. This really validated our observations. Changing the carb was a little crowded, as access to the back right stud was next to impossible with normal size wrenches. We started disconnecting a lot of the



carb linkage but realized reassembly would be a pain. So, we took off the valve cover, well, we started to and saw the battery was pinning the valve cover down at the back, so the battery was lifted up and the valve cover slipped out.

The nuts were a mix of external sizes, so Tom Meserve made a quick parts run and now we had fresh mounting hardware, which always feels better. Because the one nut was nearly impossible to access when it's all assembled, I tightened the carb down and let the gasket compress for a half hour, and tightened it up again. The cover and battery went back on and everything was re-connected.



So now we progress to the brakes. Keep in mind these were originally designed as right-hand drive cars with changes made later for export versions. Yank showed us where he was told the brake fluid reservoir is. Not on the firewall, in fact, not even in the engine bay, it's more or less below the driver's knees somewhere under the car. So the car is raised more on the lift and we look.

LBC TECH *(continued)***Yank Sefton's Morris Minor Traveler
Master Cylinder, Lost Then Found**

And look. Dave points out there is a lot of brake line routed underneath but it doesn't seem to help us locate the master cylinder. We see where the disconnected clutch pedal arm is and know the brake pedal is correctly spaced between the accelerator and clutch pedals – and that's when we realize the master cylinder is inside the frame rail. So that's why there is so much brake line, and a line coming out of the frame rail mid-car confirms this. Like I said, they were converted to left hand drive after the original design was baked in. OK, time to play hide-and-seek under the insulation in the car.

We see that the master cylinder cover has a hex drive and is about 2 ¼" in diameter, and eventually I find the edges of the access cover and all of the screws. The access cover is now off, I scrape off as much corrosion and debris from the perimeter of the reservoir cover and can feel maybe two distinct flats left on the hex head drive of the cover. I gently tap a 6-point socket on and slowly unscrew the cover, Dave and Frank Neil made a new gasket from

sheet rubber and it's time to drain the reservoir and start with fresh fluid.



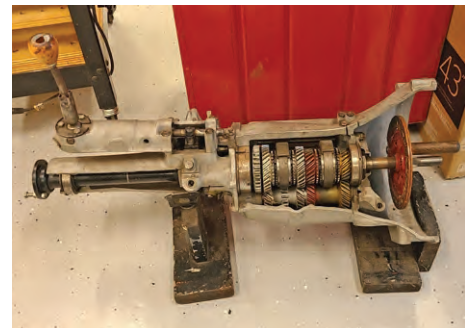
(I had to leave at this point so Dave R. finished the story) So it was time to start the car with the new carburetor. Frank Neill and I were watching the engine as Yank started it. To our amazement, it started right up and idled great. We didn't touch any adjustments. We went to put the wheels back on the car so we could take it off the lift to give it a test drive, when a wheel stud just kept spinning as it was tightened. The previous wheel/tire service must have used an air wrench to tighten the nuts. Grr-r. It took a while but we got the nut to back off using vice-grips to hold the stud from rotating. And of course, the vice-grips messed up the threads preventing the nut from being removed. Out came the grinder and we ground off about 3/16" of the stud until the bad threads were removed. We were then able to remove the nut. Yank took the car for a test drive with the missing lug nut. It ran great! Yank ordered a new wheel stud and nut. 🇬🇧

JOHN TWIST MG TRANSMISSION TECH SESSION

Saturday, October 22

Saturday, October 22 we had a **Tech Session** that was organized by **Carl Ware**. **John Twist**, known for his over 400 YouTube how-to videos on MG servicing, gave a one-day session on **MG transmissions**. He brought a cut-away of an MGB transmission and showed how

they operated. **Teddy Mengedoht** brought the transmission from his **Spitfire**. So, John completely disassembled it as we created a list of parts Teddy needed to buy. Just for the fun of it, he also disassembled the overdrive. 🇬🇧



FOR SALE

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



1976 Triumph TR6 - Good condition and good driver. Asking **\$12,500**. If interested call 757-646-5260 or email paulszej20@gmail.com.



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

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



HAPPY BIRTHDAY

For November

Gary	Brown	1
Scott	Wisniewski	3
Mickey	DeMatteis	3
John	Swink	4
Debbie	Girlando	5
Chris	Stephenson	5
James	DuBose	5
Julie	Palmer	6
Steven	Lambertsen	7
Susanne	Lemke	9
Kay	Larkin	10
Jane	Schmitt	10
Jeanne	Kuyper	11
Elisabeth "Beatty"	Martin	11
Howard	Cohen	12
Ann	Higdon	18
Belleza	Tripician	19
Ford	Grigg	20
Royce	Breland	22
Mary	Davis	22
Chuck	Giroux	23
Dr. Robert C.	Brooks	23
David	Matthews	25
Peter	Wild	27
Cookie	DuPont	27
Deb	Brown	28
Margaret	Stone	28
Mike	West	30

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DID YOU KNOW?

In the late fifties, sports cars were big business. It wasn't only in England where they were popular, either; in that era, American buyers were lapping up British-built roadsters and providing England with vital export dollars.

The 'big Healey' was introduced in 1959, and used a body built by Jensen and a 3.0-litre straight-six powerplant borrowed from some staid saloons.

It looked gorgeous – except during wet weather, when the very basic rain protection had to be used. However, most Americans didn't get nearly as much rain as in the UK, and as a consequence more than 85 per cent of all Austin-Healey 3000 cars were exported across the Atlantic.



Source: AutoExpress.co.uk

NOVEMBER 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	12 <i>No Monthly Meeting Scheduled for November</i>
13	14	15	16	17	18	19 <i>9am – 11am Sea Islands Cars and Coffee</i>
20	21	22	23	24	25	26
27	28	29	30			

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

DO YOU KNOW?

Do you know how many goodie bags for **British Car Day** it takes to fill a not-so-little British car? **One Hundred and Fifty.**

Thanks to **Millie Horton** for transporting all those (heavy) bags in her very spacious 1953 Bentley R-Type Saloon. (see pg 12)



BCCC FOUNDED 1983

MEETINGS HELD THE SECOND SATURDAY OF EACH MONTH

(Unless otherwise specified)

OFFICERS

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

TECHNICAL ADVISOR

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

Dave Rosato	Dave@BritishCarClubCharleston.com	www.BritishCarClubCharleston.com
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PAST PRESIDENTS

Mike Carnell	1984	Dick Deibel	1988	Bobby Grooms	2003	Wray Lemke	2016-2019
Oscar Smalls	1985	Alan Van doren	1989	Richie Hartley	2004-2006	Dave Rosato	2020-
Don Brown	1986	Mike Grosso	1990-1995	Diane Lambert	2007-2008		
Tom McMurray	1987	Jack Lambert	1996-2002	Richie Hartley	2009-2015		

IT'S EASY TO JOIN...Just fill in and sign the application and send along with **\$35.00 for new member, \$30 for renewal**, to:

Frank Neill (BCCC)

2997 Sweetleaf Lane, Johns Island, SC 29455

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

Name: _____ Street: _____ City: _____

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

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

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

Membership name badge: \$13.00 each

Name on second badge: _____

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

Signature: _____ Printed Name: _____ Date: _____

☐ New Member ☐ Renewal ☐ I give my permission to list my phone and E-mail in the membership directory to be accessible to members only.

Birthday please: Name: _____ Month: _____ Day: _____

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