



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

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1966 Vanden Plas Princess 1100 / Owner: Michael Carnell

INSIDE THIS ISSUE

4 **BCCC SEPTEMBER 2022 MEETING** Up-to-date discussions on British Car Day and other upcoming events.

9 **CROWFIELD FEST CAR SHOW** selects BCCC member Rich Fritz's 1963 Sunbeam Alpine as Best in Show.

13 **LBC TECH** MG Midget clutch replacement, Spitfire seat frames and covers, and Austin Healey Sprite transmission issues.

16 **MG-TD Engine Rebuild** What was hoped to be a simple head gasket repair turns into a full engine rebuild.

PREZ SEZ by Dave Rosato

British Car Day is only three weeks away! Of the **86 registered** so far, **52 are club members**. 60% is actually a high percentage based on past years, but we have more members than in past years. We have **195 club members** so that means **only 27% of the club have registered**. **Palmetto Islands County Park** can handle over 200 cars so let's see if we can fill the venue. It is always a great time seeing the huge variety of British cars and talking with other British car enthusiasts. We will have **two food trucks** and a **Silent Auction** where you can buy many unique items. The Silent Auction is filled with donated items so your purchase helps defray the cost of the event. If you can free up your Friday before BCD, we have a day full of events to take advantage of. Unfortunately, we have **sold out** the **Authentic British Tea** at 40. But you can join us for a scenic drive to **Charleston Tea Garden**, take a trolley ride around the venue then head back to **McLeod Plantation** for a tour at 3pm. And of course, there is our Friday evening **Welcome Reception** at the **McLeod Plantation pavilion**. Your registration includes two attending the event. We will have hors d'oeuvres and a cash bar. It is a beautiful venue along **Wappoo Creek**. We will have a fire going in the stone fireplace. The **Spotlight Group** is the **Morgan** and has attracted **18 Morgan's** so far. **Christopher John Ltd. of Daytona Beach Florida** will be bringing a Morgan or two as well. It should be something to see. **So, head to the [club website](http://www.britishcarclubcharleston.com) and register your car!**

The evening of September 1st about 16 club members had a wonderful dinner at **Pane e Vino** in Hollywood. Pane e Vino donated a quarter of the evenings take to **Hallie Hill Animal Sanctuary**. It was very generous of them, and it appeared that they filled the place for the evening.

We've had a busy **Tech Session** month starting with disassembling **Frank Neill's** son **Tyler's Austin Healey Sprite** transmission. More on that in the **LBC Tech Section**. A little later in the month we met at **Frank Wissman's** house to start the reassembly of **Randy Dickinson's** engine. Frank had already cleaned the block and head and painted it. He had also put the valves and springs on the head. Again, more on that in the LBC Tech section.

Tom Meservey was planning to drive his **Midget** on the **Blue Ridge Mountain Drive** (happening while this issue is in production). But a few months ago he noticed that he was losing a lot of oil out the rear of the engine. The rear



crankshaft doesn't have a seal. It has a reverse thread that is supposed to fling oil back into the engine. He found that the crankcase vent was clogged and pressure was building up in the crankcase. This pressure caused oil to pass by the reverse thread. With a fair amount of oil leaking into the bell housing, the clutch got saturated with oil. This caused the clutch to slip. Sometimes were worse than others. Tom didn't want to impose on everyone to replace the clutch, but I convinced him to do so. We wanted Tom to enjoy the drive and not have to worry about the clutch. The rest of the story is in the **LBC Tech Section**.

I got a call from club member **Yank Sefton**. He has a **1959 Morris Minor Traveler**. It had been at an auto repair shop near him for several months. There were carburetor problems that they couldn't seem to resolve. So I suggested he bring it down. He didn't trust it to go that far so he came down and borrowed **Peter Steele's** trailer (thanks Peter) that has found a home at my place. When he arrived, we took a look at it while still on the trailer. The engine has an aftermarket Weber downdraft carburetor. When we started the engine, gas was pouring out of, what looked like, the accelerator pump. It in fact was and the part cost \$17. A carburetor rebuild kit was \$40 and a brand-new carburetor was \$90. So, Yank ordered the new carburetor. The car will sit on the trailer in my carport until the new carb arrives. The back of the Traveler is wood. While at the other auto repair place, I guess it stayed outside which did terrible things to the wood. Anyone know someone who repairs woodies? – **Dave**

VP'S CORNER by Bob Simons

Well, September was way too short & BCD is only 29 days away! I have enlisted several non-member friends to assist with getting vehicles there; we'll see what happens. There is still time to find silent auction items, and of course, plenty of opportunity to assist in various capacities. **Of course – don't forget to enter your vehicle!**

I had a brief scare with the **MGB**, turns out that when you turn on the headlamps to see which one is burned out, you need to turn the lights back off... After several days on an IV the battery has recovered just in time for the weather to turn perfect (or not, depending which way the hurricane goes). So, while our more adventurous members are touring North Carolina, I have to head to DC and am missing the excursion. Maybe I'll take the B – tune in next month for all the sordid details!!

I haven't managed to catch any interesting vehicles in traffic this month, but I know recruiting opportunities are out there. I almost caught up with a nice red **Sunbeam Alpine** twice, but it's already in the club. If I haven't seen your ride out & about, well, you know what you have to do - See you on the road! 🇬🇧

WELCOME NEW MEMBERS

Wayne Burdick and Joyce Harvey
2010 Jaguar XK

Catherine Martin
2019 Mini Cooper S

Allen and Melanie Murray
1991 Bentley Turbo R
1980 Triumph Spitfire

Kim Rogers
1973 MGB Roadster

We Look Forward to Many Happy Miles Together!

TECHNICAL SEMINAR:

MGB Transmission Rebuild

Given by
John Twist of
University Motors



John will cover the disassembly, repair and re-assembly of MGB transmissions, providing tips to help LBC enthusiasts manage this process.

He will be in Charleston either the second or third week of October. *Specific date will be determined soon.*

Seminar will be in Charleston with directions provided upon registration.

Cost is expected to be \$100 and includes:

- 4-hour Seminar
- Beverages
- Pizza

To Register, please contact **Carl Ware** at **843-817-8030**.
Please bring a folding chair to the seminar.



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BCCC SEPTEMBER 2022 MEETING

by Irene Breland

The BCCC's September meeting was held at **Stones Throw Tavern** in West Ashley on September 10th. Thirty-seven members and a fair amount of British iron showed up for the 10 o'clock brunch meeting.

While orders were taken and coffee cups filled, our **President Dave Rosato** opened the meeting announcing that Lynn's email was hacked and most of us probably received a spam message. He then told us the diner at **Pane E Vino** had a great BCCC turnout with 25% of the total meals sold that evening would be donated to **Hallie Hill Animal Shelter**. Another upcoming fundraiser for **Dorchester Paws Sanctuary** was still looking for some '50s cars for display and if interested contact [Dave](#).

Dave then asked if anyone was interested in taking on the treasurer's job to talk to him after the meeting.

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 70 cars registered. The 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.

The **Beidler Forest Sanctuary drive** was cancelled twice due to weather forecasts that didn't materialize! It may be rescheduled later.

Upcoming events include:

- **Firefly Distillery** tasting with lunch/dinner at **The Codfather** is September 24, 2022
- **Edisto Beach Drive** for lunch at **Waterfront Restaurant** is October 15, 2022
- **BCCC Blue Ridge Mountain drive** is September 29 - October 3, 2022

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.**

Discussion then turned to the **BCD show**. Registration is open with several additional events planned for Friday besides the welcome reception.

(continued)



BCCC SEPTEMBER 2022 MEETING*(continued)***Friday Welcome Reception plans:**

- **Caravan** through the Charleston Area 11am to 1pm
 - Charleston Tea Garden
 - Trolly tour, limited to 30, 13 registered so far
- **Traditional British Tea** 1pm to 3pm
 - At the McLeod Plantation Pavilion
 - Limited to 50 people, 26 registered so far
- **McLeod Plantation Tour** 3pm to 4pm
 - Limited to 40+ people, 42 registered so far
- **Welcome Reception** at the McLeod Plantation Pavilion 5pm to 9pm
 - Top Shelf catering, cash bar as last year
 - Attendance for 2 included in registration

Volunteers are needed for multiple spots. If you missed adding your name to the sign-up sheets, contact [Dave Rosato](#) for information on needs you might be

able to help with. We need volunteers in many positions to help with the Friday events and the Saturday show. Friday needs volunteers to help with the drive to the **Charleston Tea Garden** and the events at **McLeod Plantation**. Also, extra hands are needed on Friday that can help load the trailer and setup the field at **Palmetto Islands County Park**.

Bob and **Dave** discussed the need for silent auction donations and help. The proceeds from the auction are a big help in funding **BCD**. Contact **Bob Simons** if you have items to donate or wish to help with the auction.

Dave then discussed the needs for a venue for the **Holiday Party**. He asked for vote on December or January for the party since finding a venue has become very difficult in December. December was the majority's preference.

Charleston's Choice publication has asked **Dave** to do an article on our club which will be distributed along with **The Post & Courier** on September 24, 2022. It also can be found on *PostandCourier.com* under "Automotive, Boat & RV" category.

Meeting was adjourned and all went outside to talk about the LBCs in the parking lot. 🇬🇧





The British Car Club Charleston
Palmetto Islands County Park

REGISTER TODAY!

The 37th Annual

BRITISH CAR DAY

Featuring
Special Spotlight Marque



SATURDAY OCT 29 2022

Palmetto Islands County Park

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

For information and car registration visit www.BritishCarClubCharleston.com



FIREFLY DISTILLERY AND CODFATHER LUNCH

by Millie Horton

Friday, September 23 dawned with a hint of fall and a blue sky - finally a good day for a BCCC outing! Thanks to member **Richard Fritz's** organizing, we were headed to **Firefly Distillery** and lunch at **Codfather**.

Firefly Distillery boasts a popular following among Charlestonians. Having moved from Wadmalaw Island a few years back, it now has quite a spread just off **Spruill Ave. in N. Charleston** where it can accommodate the masses. Attractive outdoor areas with shade-providing sails are people and pet-friendly.

At 2 pm our group stepped inside to experience the tasting that Rich had arranged. Those stepping up to the bar were rewarded with tastings of 6 different Firefly potions. The most amazing one I heard was Banana Pudding! Our tour guide explained their methods applied in creating each one that people were tasting. Participants were gifted a shot glass upon the conclusion of the 30-minute tasting and encouraged to purchase some bottles of their favorites. The tour concluded with a group shot outside beside the Firefly classic red truck.



FIREFLY DISTILLERY AND CODFATHER LUNCH

(continued)

Next up was lunch across the street at **The Codfather** for Proper Fish and Chips. If you have never sampled their fare, you must do so; it is *The BEST* - crispy and flavorful. Owner **Adam Randall**, an England native, opened in 2016 on Reynolds Ave. near the old Navy Base, but when the masses beat a path to his door, he found this larger location on Spruill. A carpenter by trade, Adam used his skills to renovate

the building and add a bar. The Codfather has another location at **NEXTON** in **Summerville** too.

What a wonderful afternoon to enjoy the company of fellow BCCC members while crunching on delectable fish, chips, and ale!

PS. If you missed the gathering this month, be sure to join us for the drive to Edisto next month. 🇬🇧

Millie Horton



CROWFIELDFEST CAR SHOW

by Rich Fritz

I attended a local community car show Saturday, September 17th, at Crowfield in Goose Creek. Had no expectation of what I was going to find. Turned out to be pretty nice; 3 food trucks, 4 if you count a vegan-veggie truck. Lots of people and about 40 cars, but only 3 Brits from BCCC. I saw old and new Corvettes, Camaros, Chevelles, a GTO, Mopar cars and trucks, 3-4 Porsches, Mustangs, Thunderbirds, custom street rods, and some modified trucks too. People were great and so was the Goose Creek Police Dog demonstration.



As the show was winding down, and the awards were being presented, I was eating my coconut Italian ice, minding my own business under a shade tree. I wasn't paying much attention because I wasn't expecting an award with all these great looking cars on the



field. Then, I heard off in the distance, the announcer said, "1963 Sunbeam Alpine". That's all I heard. I wondered if they were giving me a 'participation award'. I put my Italian ice down and walked quickly, about 60 yards, toward the announcer's tent. As I approached the tent, the announcer was pointing toward the center of the field where a lovely lady was waiting for me. When I got to her, I saw she was holding a really big trophy. I said, "is that for me?" She said yes. I asked, "what did I win?" She said, "Best in Show". I was floored. I couldn't believe it.

It appears that when you win a Best in Show award you have strangers flocking to you. Prior to that, you were just another car guy. I met a photographer at the show who loved the Alpine from the



CROWFIELDFEST CAR SHOW

(continued)



moment he saw it. He asked if he could take pictures and I obliged. I hope you enjoy the pictures.

Oh, I didn't know the lady in my car, she just got in the car and said let's go. Her name was Rosemary. Lovely, just lovely.

I do want to note that judging was done by juried individuals, not by people's choice. Since I wrote a published article about *What Makes a Car the Best of Show*, I asked several judges as they were making their rounds what criteria they used to select cars for awards. Their answers varied, and most were surprised by the question, but all of them said it was what caught their eye. I asked if they talked with the owners for information. No one did. So, I said, then you were basing your decisions on eye appeal alone without any knowledge of the vehicle's history, the efforts to restore and maintain the vehicle, or the reason the owner has a love for a particular marque. I think these things are important. If you're judging anything, I believe it makes sense to have an understanding of why you voted for it. Otherwise, it's just another people's choice award whether it's by a person off the street, or someone assigned the duty.

As I said before, I wasn't expecting to win any award, but it was evidence of recognition for maintaining a historic car. My appreciation was more heartfelt when people told me in conversation that the car was beautiful and thanked me for bringing it to a show. However, I was very much surprised by the award. 🇬🇧

Rich



SEA ISLAND CARS & COFFEE

Saturday, September 17, 2022

Scott & Natalie Bluestein's **Jaguar XK140**Lewis Hay's **Austin-Healey 100 BN-2**Millie Horton's **MGA**Brian Smart's **Riley Elf Mk III** with trailer**CAN YOU ID THIS CAR?**

Spotted in Mt. Pleasant on the way to Cars & Coffee at Freshfields, this American made car had a very low and short lived production run of only 435 in 1954. It featured doors that slid on tracks into the front fender wells. The body for this car was made of fiberglass. More resilient than aluminum, fiberglass did not rot or corrode, and was lightweight and more pliable than steel to mold into shape. 🇬🇧



MT. PLEASANT CARS & COFFEE

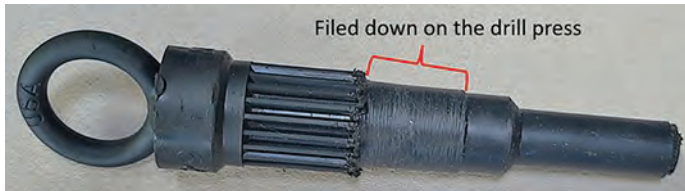
Saturday, September 3, 2022

❶ 1951 MG TD. Racing history, but not with present owner. Wife bought car for husband in their 1st year of marriage. Hope they join BCCC. ❷ Gorgeous McLaren – year unknown. ❸ Irene’s Morgan along side Millie’s MGA. ❹ TR7 with engine from a Firebird; attended 2021 BCD show. 🇬🇧



LBC TECH by Dave Rosato**Tom Meservey's MG Midget**

When the clutch and pressure plate that **Tom Meservey** ordered came in, we scheduled a Tech Session. Our goal was to swap the clutch in one day. There is a special \$4 tool that is required to align the clutch disc when being installed. I had two but neither fit. One had the correct diameter at the end but a different spline pitch. But the spline pitch isn't important. The side with the spline just had to fit inside the clutch disc. So we put the tool on my drill press and used a couple files to remove plastic in the area shown below until it fit into the clutch disc.



Typically replacing the clutch involves removing the engine with transmission attached. But when I looked at it, I convinced myself that we should be able to do it by unbolting the transmission from the engine and only remove the engine. We pulled the radiator and disconnected the hoses and cables from the engine. With a lot of patience from the gang, we were able to remove the engine. This saved a ton of time. With the engine hanging from the come-along, we swapped the clutch disc and pressure plate. The true test of whether the modified tool works comes when we join the transmission with the engine. Well I'm happy to say that it did work. While installing the two motor mounts, one broke. Fortunately, **Darryl Beech** from **Charleston Import Automotive** had one.

When I took the **Midget** for a test drive, I noticed that the car came to a stop on its own. Back at the garage we noticed the front brakes were very hot. The car went back on the lift and we removed the brake pads. They were very thin and a couple of the pistons were stuck. Again, Darryl Beech at Charleston Import Automotive came through with new brake pads. We were able to remove the calipers and press the pistons into their seats so we could install

the new pads. We also noticed that there was an oil leak at the side covers of the engine. When Tom got home, he removed the carbs and saw the problem. One gasket was not seated correctly. Fortunately, he had a spare gasket and was able to fix the leak. 🇬🇧



LBC TECH *(continued)***Teddy Mengedoht's Spitfire**

On Saturday, September 24th, we had a Tech Session to work on **Teddy Mengedoht's Spitfire**. Teddy had removed the seats so the car couldn't be driven to the **Rosato Garage**. So I took the Traveler off the trailer and picked up the Spitfire. Thanks one more time for the trailer, Pete. Teddy got a complete set of seat covers that needed to be installed on their frames. Before that could

be done, some welding was needed on the frames. The exhaust system had completely separated just behind the headers, so it was extremely loud. We put the car on the lift and removed the exhaust, up to the headers. **Teddy's dad, Dan**, drove Teddy to the garage. So Dan went to a couple local auto parts stores and bought exhaust pipe parts. With some cutting and welding, I fabricated a new section for the exhaust. With all new clamps and adjustments so it wouldn't hang so low, we started the engine and all was quiet. By the end of the day, the drivers seat was completed and installed allowing Teddy to drive home. 🇬🇧



LBC TECH by Frank Neill

Tyler Neill's Austin Healey Sprite

My son **Tyler** was having issues with the transmission in his **1965 Austin Healey Sprite**. He pulled the engine and transmission at his place in Atlanta, disconnected the tranny from the engine and cleaned it up. I was in the Atlanta area and met up with him and brought the neglected gearbox to **Dave's Garage**.

We opened the side plate and determined that 2nd and 3rd gear needed to be replaced. Tyler really wanted to be involved with the repair as he is interested in learning more about the cars. He's 34 now, but I'm guessing we started restoring that car when he was 16 or 17. So parts are ordered and Tyler and his family come to Charleston and we head to a tech session to rebuild his transmission.

In the disassembly we encountered a problem with 1st gear not wanting to be separated from the casing where it had sat for 17 years. Turns out that is a fairly common problem as 1st gear has no synchro and the teeth get abused. Once apart we determined that we should also replace 1st gear, the 3 synchros, and the roller bearings and the rebuild wasn't going to happen that day. Tyler was a bit disappointed, but was very happy that he had learned a lot more about

how manual transmissions functioned. So those parts arrive and we set up another tech session.

As usual, Dave had prepared printouts of the gears and we went about assembling everything.

Well, there are two parts that have 3 spring loaded ball bearings that launch the tiny bearings with considerable force. Only one had been disassembled, and in trying to put that together we sent the bearings into the bowels of Dave's garage, not once but **three times!** Then, when finally assembled *someone* pushed their luck a little too far and sent all three bearings flying. Thinking it was the same assembly, *someone else* picked up the one that had never been apart and pulled the outer part down and another 3 bearings were launched. Well, now we have half a dozen very small bearings on the floor in a garage with a fair amount of half-assembled car parts and other assorted bits and pieces. Picture this, 6 men, most of us on social security, on our hands and knees searching for all these bearings that are less than 2mm in diameter. What is amazing is that each and every time *we found them all!* All assembled but the gearbox wouldn't shift so we called it a day.

In the morning Dave sent a message that he did some research and thought he had a solution. Sure-enough by the time I arrived Dave had it shifting. We completed the assembly and I was off to Atlanta to put it back in the car. 🇬🇧

Cars of The English Royals and Government Officials

It looks like **German cars** are the current automobiles of choice for English Royals and Government officials. During Queen Elizabeth II's recent services the cars carrying Princess Anne and other dignitaries from Balmoral were German cars #4 **BMW**, #5 **Audi**, and #11 **Mercedes**. The police vehicles were all **Mercedes vans**. Prince William and his brother were driving an **Audi** the day they inspected the flowers.

Apparently English **Land Rovers**, **Roll-Royce** and **Bentley** are not appropriate for royals given their symbols as expensive luxury automotives. It was noticed, however, that King Charles III drove to the airport in a Rolls from the Royal Mews collection of cars. **Daimler** had been the first car to receive a Royal Warrant from King Edward in 1902. His mother gave out 686 Royal warrants during her tenure.

A few years back when the managing directors of Cubits

didn't place their annual purchase order for **Jaguars**, Jag contacted them and was informed that the Jags often broke down and left the managers with no transportation alternatives and they were going to buy reliable BMWs. Jag kept the contract by providing an extra **Mini** for each order that could be driven when the Jags were in for repairs or service.

In the news recently: Liz Truss is officially on her way to Number 10 after the Queen officially invited her to form a government. However, she won't be traveling in the huge **Jaguar XJ Sentinel** that comes with the job for long. That's because the Metropolitan Police has said that there are no British alternatives to replace the current fleet of Jags from service. In their place, the prime minister and cabinet members will now be ferried around in **bullet-proof Audi A8s**. 🇬🇧

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

As you may know, what was hoped to be a simple head gasket repair on **Randy Dickinson's MG-TD** engine turned out to be much more involved. This article describes what I did for prep and then our tech session that was attended by a great group of guys – it wouldn't have happened without them!

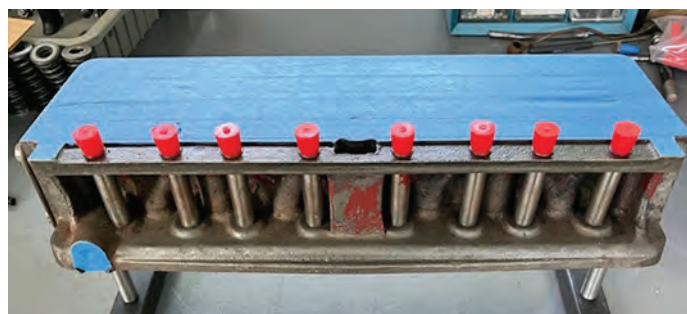
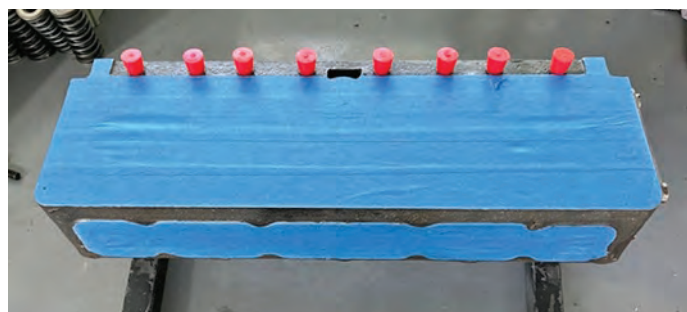
Back to the engine – somewhere along the line a piston had pretty much broken apart, and the debris tore up the wall forcing the machine shop to go to .080" oversize, which is a lot. The first step in rebuilding the block after the machine shop is done is cleaning everything with mineral spirits and then acetone. Next is putting in all new core plugs; I put a thin layer of **Permatex Ultra Black Gasket Maker** around the lip and tapped in the plugs, then lightly hammered the center of the plug to seal it against the lip.

**Block Paint Prep**

Once the plugs are in and all of the studs removed, the block is masked off and the old paint is removed, mainly with a wire brush in a hand-held drill. This is fairly messy and was done outside, then blown off with compressed air and brought back inside for touch up and many solvent wipe-downs.

**Head Paint Prep**

Prepping the head was similar and a lot easier. Most of the paint was very loose and came off with a hand-held wire brush. I used [silicone plugs](#) for the pushrod tubes which really simplified the masking. Again, lots of solvent wipe-downs so the paint can bond to the casting – it really looked like this was repainted once in its life as some of the paint was on top of grease and was easily removed with a pick.



LBC TECH by Frank Wissman**MG-TD Engine Rebuild** *(continued)*

Randy sourced the [paint](#) from **Moss Motors** and it is surprisingly good. There were a few spits, but all in all, this is very good paint for a rattle-can.

**Block Assembly Prep**

The first step is re-installing the studs that were removed for painting. The thermostat studs went right in. Next, the tappet cover stud goes in, but the threaded holes are wet, that is, they go through into the coolant cores, so I put a light coat of [ARP thread sealant](#) on the studs. Lastly the bearing cap studs went in.

Cam and Bearing Installation

The front cam bearing was not removed and just needed a light wiping with green Scotch-Brite, and a thorough cleaning. When fitting the middle and aft bearings it is vital to keep the alignment for the oil feeds. By marking the block and the bearings with index marks, it was straightforward to install the bearings. But the aft bearing never was a sliding fit on the old cam, and the new cam is .0014" larger. So, I put a brake cylinder hone in the drill press and enlarged the bearing, checked it against the new cam and soon got a nice sliding fit. The center bearing needed only a light touch up. Final alignment of the bearings was a snap, lastly the bearings are secured with the special bolts that have a reduced tip that goes in the locking hole.

Next, I test fit the main bearings to check clearance. Each bearing pair is unique, just match the width to

the 1st, 2nd, or 3rd position and align the pins or oil feeds. The spec for main bearing clearance is .0008" to .003" – pretty standard for the day. **Simons Balancing** did a nice job on going to 1st undersize, when the caps are torqued to 63 ft*lbs, the clearance was .002" on all three.



Once the clearances are recorded, the Plastigage is cleaned from the journals and bearings with a paper towel and acetone.

Moss Motors adds this tip: "Thrust faces of center bearing are oversize to compensate for wear. Hand fit to provide 0.0014" to 0.0037" crankshaft end float". As delivered, float was less than .002", which is my thinnest feeler gauge. I lapped the bearing sides with wet 400 sandpaper to a gap greater than .002" and less than .0025".

We are using the [uprated pin bolts](#) from Moss.



It appears the connecting rod clearance is .002", at the upper limit of spec. More about this later.

The crankshaft was installed and the main bearing caps torqued to 63 ft*lbs in three steps. Because the engine is being built on a stand, I left the flywheel

LBC TECH by Frank Wissman**MG-TD Engine Rebuild** *(continued)*

off, drove out the two dowel pins in the flywheel and then mounted the flywheel. An easier way would be to mount the flywheel to the crankshaft and then present the crank/flywheel as an assembly.

**Installing Pistons**

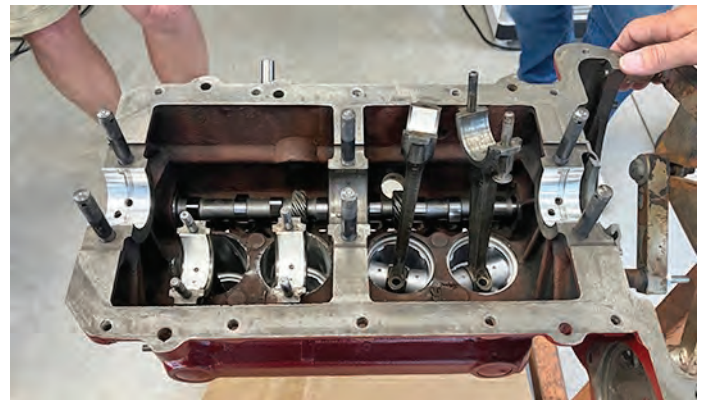
The lead time for the piston rings through **Moss/Grant Piston Rings** was pacing the build. Grant was expecting material to make the rings in November, which realistically meant we would be assembling next year. **Hap** at **Acme Speed Shop** suggested we work with **Total Seal**, who delivered rings for a fair price on Sept 24. In parallel **Randy** was able to convince Moss to sell him a set of .080 over pistons with pins and without rings – that's a major victory! An added win is Total Seal added a Napier groove to the 2nd ring, which is how modern rings are delivered. I'm pretty sure other companies would not have added this upgrade.

Checking Ring Gap

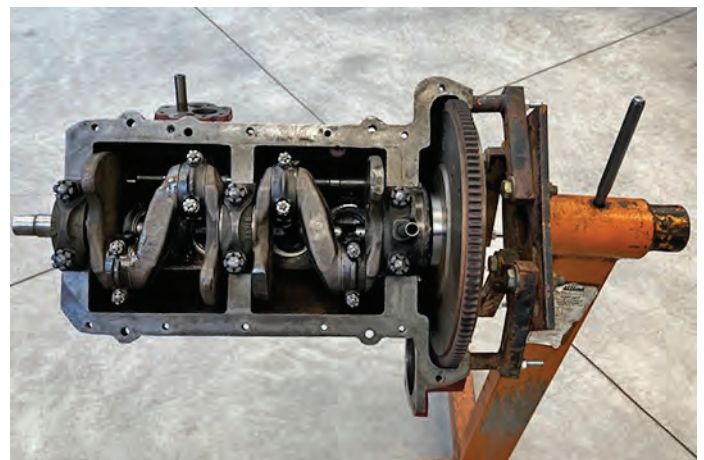
Ring gaps were all .012"-.013" any ring, any bore. The original spec is .006" - .010", and as these were over size and not easy to source, I decided to use them as is. As it turns out, Total Seal included a gap guide that says the gap should be .0121", so it looks like Total Seal knows what they are doing!

We built up the first piston/rod assembly and discovered that the big end of the connecting rod will

not drop down the bore, not by an 1/8" or more. So we rotate the block and install the piston from the bottom – a tad unusual but it went fine. The 2nd piston snagged on the oil ring – we cleaned that up and found that it's impossible to install the remaining three pistons from the bottom – there are casting ribs in the block going up to the bore that prevent the ring compressor from sitting anywhere near flush. OK – we take the piston off the rod, do a test fit to reassemble the rod with its offset wrist pin bolt from the bottom and proceed. The pistons practically jumped in their bore from the top, and we assembled the last of the rods, pins, and pistons quickly.



The spec for rod bearing clearance is .0005" to .002" when the nuts are torqued to 25 ft*lbs., given the uniformity of the crank, I did just one test fit of clearance before assembly, and it was fine at .002". Well, that was premature. Somewhere along the line the rod caps were mixed up, so the test fit was invalid. And while the crank turned easily by itself, once the pistons were in the bores and the rods tightened down, we could barely turn the crank. So, the next step was



LBC TECH by Frank Wissman**MG-TD Engine Rebuild** *(continued)*

checking all rod clearances – and they are all .001" - .0015", still in spec but pretty snug. We oiled the walls and turned the crank a few times and everything loosened up enough for us to relax.

Head Assembly

The head had the deck skimmed, new valve guides put in, and the valves were lapped; so all that is left is to install the valves with new seals. The valve positions are known, so let's get going.



I put a light film of assembly lube on the stem before I put the valve in, once the valve is inserted, slide an oil seal onto the stem.



Next, I present the spring stack over the valve stem, feed the compressor rod onto the center of the valve, and while pushing down on the spring stack, slide the fork of the compressor on the top spring

washer, then close the spring compressor.

Now, I just drop the valve cotters in (keepers to us in the States) and release the compressor. It takes me longer to type this up than to actually install a valve, it's really that easy.

Orientation of the Compressor

The keepers are in place now

**Head Installation**

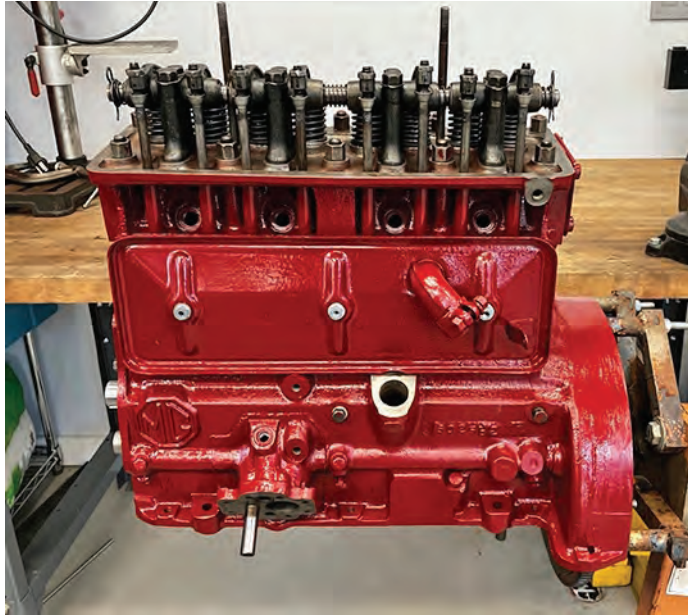
Textbook – install head studs, clean deck and head, clean both sides of the head gasket, apply **Permatex Copper S Dressing** to the gasket, stack together and torque the head down in 20, 45, 63 ft*lb steps.

Tappet and Rod Installation

The tappets are new, all we did is oil them up and insert them into the bores. The pushrods were num-

LBC TECH by Frank Wissman**MG-TD Engine Rebuild** *(continued)*

bered, so we lubed both ends and set them in. After that, we added the rocker arm assembly and put on the pushrod cover.



Next will be timing the engine, setting valve clearances, and buttoning up the rest. 🇬🇧



DID YOU KNOW?

In 1948, **Jaguar** wanted to test and publicize its brand new engine. It took a **Mk5 saloon chassis** and added a sleek roadster body, then put the car on its **London Motor Show** stand, and watched as eager customers waved checkbooks at its sales staff. The first customer in line was film star **Clark Gable**.

The **XK120's** number denoted the top speed; it was the world's fastest production car. The first versions were wood framed with aluminum panels, but by 1950 Jaguar realized it couldn't keep up with demand so switched to more conventional steel construction. The car was replaced in 1954 by the equally pretty **XK140**.



Source: [AutoExpress.co.uk](https://www.autoexpress.co.uk)

FOR SALE

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



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.



FOR SALE

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



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



1975 MGB - Complete restoration done in 2000 by John Twist. New interior, engine rebuild, dual carb conversion. Current mileage approx. 120,000. Car is located in Hollywood, SC. Asking **\$3,000.00** OBO. Price includes about \$1,000.00 of new parts. Parts include new exterior sheet metal panels for all lower car sections, front fender and a new fuel pump. Pictures shown are several years old. Needs body work on all lower panels. New top installed approx five years ago. The stereo system cost new was about \$2,500.00. I have had the car since 1995. The car has been in Charleston for the last fifteen years. Will also consider trade. Call **Dennis Pieschke** at (313) 310-1802 for details.

FOR SALE

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



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



Remanufactured Laycock "J" Type Overdrive. \$800 or best offer. Contact Paul at paulszej20@gmail.com or call 757-646-5260



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](#).



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

HAPPY BIRTHDAY

For October

Edward	Shimer	2
Ann	Shimer	2
Glen	Larkin	6
Pamela	Brown	9
Casey Sims	O'Grady	10
Kelly	Varitz	11
Joe	Boykin	13
Joyce	Harvey	13
Jeff	Nickles	16
Liz	Fly	16
Dennis	Wunsch	18
Linda	Fritz	18
Tony	Girlando	19
Andy	Hollis	20
Clay	Stuckey	21
Jim	Thompson	21
William	King	23
Cheryl	Saban	26
Edwin	Harley	27
Tina	Lacey	27
Darryl	Beech	29
Steven	Dean	29
Irene	Breland	30

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BCCC REGALIA

You are now able to order BCCC regalia right from the BCCC website.

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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.



OCTOBER 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 10 – 11:30am Monthly Meeting Stones Throw Tavern
9	10	11	12	13	14	15 9am – 11am Sea Islands Cars and Coffee Time TBA Drive to Edisto Beach
16	17	18	19	20	21	22
23	24	25	26	27	28 10am – 9:30pm BRITISH CAR DAY Welcome Reception Day	29 11am – 3pm 37th ANNUAL BRITISH CAR DAY Palmetto Islands County Park, Mt. Pleasant, SC
30	31					

Upcoming & Proposed BCCC Events for 2022

Oct. 15 | Drive to Edisto Beach / Lunch at the Waterfront Restaurant.

Oct. 28 & 29 | British Car Day

Nov. 12 | Drive to Ashley River Park in Dorchester Co. / Picnic Lunch

Drive | To Colonial Dorchester State Historic Site in Summerville

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

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

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		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: _____