



# The WINDSCREEN

APRIL 2023

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

Volume 40, Number 4



2022 BCD Class Winner 1967 Jaguar XKE 2+2 / Owner: Louis Tripician

## INSIDE THIS ISSUE

**4** **BCCC'S MARCH MEETING** – Our third meeting of 2023 was held at our Annual Club Oyster Roast.

**9** **COVER CAR STORY** Louis Tripician's 1967 Jaguar XKE 2+2 is a beautifully restored example.

**21** **FRENCH CONNECTION / PARTIE TROIS** The Morey's journey through France leads to a Chateau and prewar sports cars.

**23** **LBC TECH** Tom Meservey's Austin-Healey 1275 Engine Build and Installation Part V



## PREZ SEZ by Dave Rosato

I want to thank **Nick Sherrill** and his family for organizing and hosting the **Annual Oyster Roast**. We had a great turnout, the weather was perfect and the food was excellent.

The club had six cars in the **Charleston St Patrick's Day parade**. **Randy's TD** almost didn't make it. While waiting for the start of the parade, Randy's starter wouldn't respond. I tried hot wiring it which resulted in a hot wrench and lots of sparks. Using a wrench, I tried turning the starter manually and found it to be frozen. After a little more persuasion, there was a crack and the starter turned freely. Apparently, something in the starter got welded. Randy tried starting it again and it started right up. Being fearful that it wouldn't start again, the engine sat idling for about 15 minutes. I suggested that he

turn it off so it wouldn't overheat. About ten minutes later the parade started and the TD wouldn't start. It turned over fine but just cranked. Sounded like vapor lock to me. After the parade, we ran into Randy at **Tommy Condon's** and found that it finally did start and he was the last vehicle in the parade. Other than a little glitch with **John Holbrook's clutch**, the day went smoothly. It was a perfect day and a huge crowd along the parade path.

Three club members went to the **Grand Strand British Car Club Rally on March 25th**. There were about 45 cars, about half were British. They opened up the rally to all cars. It was very well organized and everyone had a great time. One of my goals in attending was to learn a little on how to set one up. Hopefully the club will have one later in the year.

We have a couple **Tech Sessions** coming up. This **Thursday, the 7th**, we will be putting an engine and rebuilt transmission in **Tyler Neill's Austin Healey**

**LANDS' END BUSINESS**  
BRITISH CAR CLUB OF CHARLESTON APPAREL STORE

1-800-587-1541 | HELP

Search

Hi, Sign in MY ACCOUNT | BAG 0

MEN WOMEN PROMOTIONAL PRODUCTS TRACK ORDER

Welcome to your one-stop shop for high-quality shirts and legendary customer service. Everything in your assortment is built to last and designed to keep you comfortable all day long. Enjoy shopping for your Club apparel!

**BRITISH CAR CLUB CHARLESTON, SC**

CONTACT US >  
1-800-587-1541  
Monday-Friday 7am-7pm CT

**CUSTOMER SERVICE**  
Shipping  
Order Status & Tracking  
Privacy Policy  
Terms of Use

**SERVICES & RESOURCES**  
Team Sizing Tool  
California Transparency Act

**BEHIND THE LABEL**  
Returns

BROUGHT TO YOU BY  
**LANDS' END BUSINESS**

### Order Lands' End Merchandise with the BCCC Logo Directly from their Website Now!

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



### BCCC REGALIA

You are now able to order merchandise with the BCCC logo directly from **LANDS' END**, as well as 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](mailto:lrosato525@comcast.net).

## PREZ SEZ (continued)

**Sprite.** Then a week later we will be working on **Gary Brown's MGA, Frank Neill's AH 3000, Louis Tripician XKE Jaguar** and **Jerry Smeltzer's MGTD**. You will be reading more about **Louis' Jaguar** later in the *Windscreen*. All are welcome to help or watch. Details are on our [website](#).

I hope to see you at the **Monthly Meeting on April 8th**. It will be at **Rutledge Cab Company**. Again, check the website for details.

I need help at **Animals, Art & Automobiles on April 16th**. AAA is a fundraiser for **Hallie Hill Animal Sanctuary**. It is for a great cause and there will be many vendors and a silent auction. There will be two food trucks. If you could register your car and get there a bit early, it would be much appreciated. Signs need

to be placed and we need help parking cars.

The **British Car Club of Charleston** has been invited to participate in the **2023 Car Club Showcase**, one of the signature events during the **Hilton Head Island Concours d'Elegance & Motoring Festival**. The Car Club Showcase is on **Saturday, November 4th, 2023**. We have been asked to **select eight (8) cars** to participate in the event. Six of the eight will be selected with two as alternatives. The **Car Club Showcase** registration fee is \$95 per vehicle and includes lunch for two on Saturday, and two 2-day admission tickets (Saturday & Sunday, November 4th & November 5th) per registered vehicle. We are still looking for participants. Please contact me if you are interested. 🇬🇧

### Safety Fast – Dave

## VP'S CORNER by Bob Simons

Well, It occurs to me that all drives are 'test drives', some more so than others. In the cold light of day I find myself looking at an alternator, or rather, it's tensioner bar, and the bolt that isn't there, and doesn't appear to ever have been (rusty threads)...

Perhaps I should back up a bit. While most of my time is focused on tweaking the TD or the Norton, there is an MGB in the stable as well. After an initial recommissioning so long ago that the front discs just got renewed, he has been fun and (dare I say it) reliable. One week a month I conduct Census interviews throughout the Tri-county area, and a recent Sunday found me in the wild hinterland of unmapped new construction between Summerville and Ravenel - Driving a 46 year old MGB, because it was a gorgeous day, and, why not?

As day turned to dark and I wended my way home, I noticed the electronics getting testy and headlights failing. Almost home, the car stopped stone dead. I walked home and drove back with a spare battery (you do have a spare battery, don't you?). Connecting the spare with jumpers he roared back to life and we returned home without incident.

I suspected a failure to charge, and, sure enough, after a couple of days on a trickle charger the battery came back. Releasing the bonnet revealed the alternator drive belt loose enough to fall off, explaining most everything. But, why it was loose? Well, the car has been to Walterboro twice, Mt Pleasant countless times, routinely to North Charleston, but apparently never Really tested. There was a particularly nice stretch of deserted road, newly paved with only one (surprising) construction repair speed bump, which may or may not have put an undetermined depth of air between the asphalt and all four tyres. Recovery was smooth, nothing the suspension couldn't handle, but apparently the alternator mount admitted to needing the locking bolt missing on the tensioner bar, and then the car was running a total loss system on the battery. Once the headlights came on range was limited... The term 'shakedown run' seems appropriate, and apparently overdue.

I expect that once I source the correct bolt, I'll also find an ignition light loose from its bracket under the dash and then I'll see you on the road - With any luck, April First in Cayce! 🇬🇧

### See you on the road!



## BCCC MARCH 2023 MEETING AND OYSTER ROAST

by Irene Breland

The BCCC's third meeting of 2023 was held at the **Annual Club Oyster Roast** on March 11th. Fifty-two members were in attendance.

**Dave** opened the meeting by thanking **Nick Sherrill** and his family for securing the clubhouse at **Brickyard Plantation** and for taking charge of cooking the oysters and burgers. *Rumor has it that your secretary ate more than her share.* Thanks also went out to all the members who brought tasty dishes to compliment the oysters and burgers as well as a plethora of deserts including oyster cookies! Many thanks to **Lois MacPhee** for baking the delicious and custom designed cookies that may have looked like an oyster with a pearl in it, but tasted like a delicious cookie!

**Dave** then went over a few tech session results. Check website for more information. **Dave** also reminded members to let him know if they needed a tech session.

Next up was the spring **Blue Ridge Mountain Drive** that has **9 cars** and **16 people** going. The dates are **May 15 to May 19**.

### Other events coming up include:

- St Patrick's Day parade in Charleston on March 17
- Grand Strand British Car Club rally on March 25

- Carolina British Classics XV on April 1
- Animals, Art & Automobiles on April 16 (*Contact Dave if interested in volunteering*)

**Dave** then mentioned flyers for **Animals, Art & Automobiles** and **Cars at Kiawah River** (formerly *Cars on Kiawah*) were available by the bar.

Next on the list was an update on **Dave's 190 SL** restoration. A tech session will be scheduled once the engine parts are in. Check the website for information.

More discussions on tech sessions had **Nick Sherrill** asked when an afternoon or Saturday session could be held as a lot of members still work. **Dave** is looking into putting something together.

**BCD** discussion followed with **Natalie Bluestein** asking members to contact her with **Silent Auction** items. **Dave** also asked members to hunt for sponsors and contact **Gary Brown** with leads or questions. **Bob Simmons** then mentioned a few more ideas on **Silent Auction** and **goodie bag** needs.

In closing **Nick Sherrill** mentioned that his neighbor who lent us the oyster table wanted us to look at all the art hanging in the clubhouse. 🍷

**Irene Breland**





## **BCCC MARCH 2023 MEETING AND OYSTER ROAST** *(continued)*







# The British Car Club of Charleston Proudly Presents

CELEBRATING 100 YEARS OF MG

1923  2023

WITH A SPECIAL BCD HISTORIC MG DISPLAY



MG TC  
1945-1949



For More Information  
and Car Registration Visit  
[BritishCarClubCharleston.com](http://BritishCarClubCharleston.com)

# BCD

# 38

**38th ANNUAL  
British Car Day  
SATURDAY  
OCT 21 2023**

Palmetto Islands Co Park  
Mt Pleasant • 11AM-3PM



*British Car Club  
of Charleston*



## THE 38TH ANNUAL BRITISH CAR DAY

**SATURDAY OCTOBER 21, 2023**

**PALMETTO ISLANDS COUNTY PARK, MT PLEASANT, SOUTH CAROLINA**

**CELEBRATING 100 YEARS**



**BCD HISTORIC DISPLAY**

Our British Car Day attracts British cars and their owners from Florida to Ohio. The show is on a grassed field surrounded by Live Oak trees. The show attracts cars from a 1909 Rolls-Royce Silver Ghost to a 2018 McLaren 720S along with Triumphs, MGs, Austin Healeys, Aston Martins, Jaguars, Bentleys and British motorcycles. This year we are celebrating 100 years of MG with a special **Historic Display of MG cars**. In addition, we are planning a very special Welcome Reception the day before the show, so come early!

### NEW SPONSORSHIP LEVELS AND BENEFITS NOW AVAILABLE

#### **PREMIER SPONSOR: \$2,500 – 1 AVAILABLE**

- Company name & logo listed as Premier Sponsor on all promotional materials, including email and web promotions
- Full-page Color Ad in BCCC Windscreen for one year
- 1 Exhibit tent at event
- Signage recognition as Premier Sponsor at event
- Exposure through ads in other British Car Club publications

#### **DIAMOND SPONSOR: \$1,750 – 3 AVAILABLE**

- Company name & logo listed as Diamond Sponsor on all promotional materials, including email and web promotions
- Half-page Color Ad in BCCC Windscreen for six months
- 1 Exhibit tent at event
- Signage recognition as Diamond Sponsor at event
- Exposure through ads in other British Car Club publications

#### **GOLD SPONSOR: \$1,000 – 5 AVAILABLE**

- Company name & logo listed as Gold Sponsor on all promotional materials, including email and web promotions
- Half-page Color Ad in BCCC Windscreen for three months
- Signage recognition as Gold Sponsor at event
- Exposure through ads in other British Car Club publications

#### **SILVER SPONSOR: \$500 – 10 AVAILABLE**

- Company name & logo listed as Silver Sponsor on all promotional materials, including email and web promotions
- Half-page Color Ad in BCCC Windscreen for one month
- Signage recognition as Silver Sponsor at event
- Exposure through ads in other British Car Club publications

#### **RECEPTION DAY SPONSOR: \$1,000 – 2 AVAILABLE**

- Company name & logo listed as Reception Sponsor on all promotional materials, including email and web promotions
- Full-page Color Ad in BCCC Windscreen for one month
- Signage recognition as Sponsor of special Friday Reception
- Exposure through ads in other British Car Club publications

#### **SPECIAL FRIDAY PRE-EVENT RECEPTION DAY**



For those exhibitors who arrive on Thursday, we have a full Friday of events planned. Friday will start at 10am with a meet up at the reception venue. We'll then take a drive through some of the most scenic parts of Charleston. Starting at 1pm you can go to a traditional English tea. The Evening Welcome Reception runs from 5pm - 9pm. 🇬🇧

For Sponsorship Application Form or for more information, please contact

Gary Brown at [gary@britishcarclubcharleston.com](mailto:gary@britishcarclubcharleston.com).





## YOU CAN'T CHANGE YOUR TYRE WITH A UNION JACK ROAD RALLY

Saturday, March 25, 2023



Becky and I met **Dave Rosato** and his navigator, **Millard Smith** in Mount Pleasant and continued 90 miles on Hwy 17 to **Conway, SC** to meet up with the **Grand Strand British Car Club**. They had organized a **66-mile road rally route** on beautiful back country roads providing us with turn-by-turn directions including mileage details. Included in the sheets provided were questions/clues with the goal to complete the most correct answers and win the event. Another quest was to count the number of churches on the route. There were 23. In all there were just over forty cars participating including some street cars but there were a good number of LBCs. At the halfway stop point we had a sprinkle of rain and a

few drops on the ride back to **Charleston** but otherwise perfect weather. It was obvious that the **GSBCC** had put a lot of effort into organizing the rally and to make sure it was fun for everyone, which it was! Dave's **1958 MGA** and my **1967 Austin Healey 3000** ran flawlessly. As Dave always reminds us, the best thing for the cars is to use them. 🇬🇧

*Frank Neill*



### WELCOME NEW MEMBERS

**Marion Godwin**  
1980 MGB

**Tyler Neill**  
1965 Austin Healey Sprite

**David and Jennifer Price**  
2012 Mini 2-door hatchback  
2020 Mini JCW Clubman

**Tom and Kristen Sellman**  
1978 MGB

*We Look Forward to  
Many Happy Miles Together!*

### 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](http://www.LBCarCo.com) and see why we excel at what we do.

#### Authorized Distributor for



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](http://www.LBCarCo.com)**

Jeff Zorn • 29311 Aranel Farmington Hills, MI 48334  
Phone: 248-489-0022 • Toll-free: 800-637-9640  
Fax: 248-489-9655 • Email: [LBCarCo@LBCarCo.com](mailto:LBCarCo@LBCarCo.com)  
Major credit cards accepted



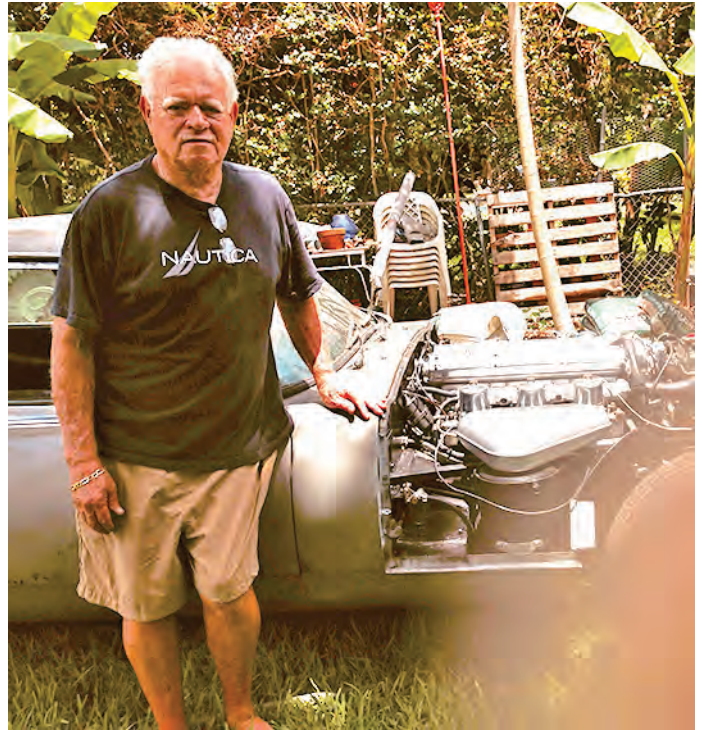
**COVER CAR STORY****1967 Jaguar XKE 2+2**  
by Louis Tripician

I purchased my 1967 Jaguar XKE 2+2 in 1971 from a local Miami Chevrolet dealer, that someone traded in toward a new Vette.

- Purchase price was \$3,200.00. (\$23,863.00 in today's money)
- Original color was dark green.

This Jag was my daily driver for about eight years until marriage, house, and children made it difficult to keep the car on the road, since it was a real money pit.

Hence, I parked the car in my garage in 1981, where it sat in disrepair until we started the resto-



ration in 2013.

My late brother-in-law Kurt Mathiebe was a tremendous help with the project, which we did in our garage down in Florida. The engine had locked up, so we pulled it and shipped it to McQuillen racing engines in Buffalo, New York for a complete rebuild.





**COVER CAR STORY** *(continued)*

## 1967 Jaguar XKE 2+2

The rest of the mechanicals, brakes, suspension, cooling system, etc., were completed in my garage in Miami.

In 2016 we moved to Mt Pleasant and had the car shipped up. I had the transmission rebuilt in Miami, but after we reinstalled the engine and transmission, we found out the transmission was still not fixed. Hence, we had to have it pulled again up here in South Carolina and rebuilt again.

All the paint and body work were done by Randy Christianson, who worked out of his home-based body shop in Beech Island, South Carolina. The chrome was sent off to Austin, Texas to Red's Chrome. The interior was done by Pop's Tops in Summerville. 🇺🇸

**Louis P. Tripician**





**COVER CAR STORY** *(continued)*

1967 Jaguar XKE 2+2





## FLY-IN AT MT PLEASANT AIRPORT

Sunday, March 5





## FLY-IN AT MT PLEASANT AIRPORT

Sunday, March 5





**FLY-IN AT MT PLEASANT AIRPORT**  
Sunday, March 5





## FLY-IN AT MT PLEASANT AIRPORT

Sunday, March 5





## FLY-IN AT MT PLEASANT AIRPORT

Sunday, March 5





# Hallie Hill Animal Sanctuary Presents the 2nd Annual



Sunday, April 16th, 11am-3pm

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

This event is free to the public!

*Featuring a car show, silent auction, vendors,  
food trucks, and adorable dogs!*

Proceeds benefit the animals of Hallie Hill Animal  
Sanctuary. Learn more at [HallieHill.com](http://HallieHill.com)





## NORTH CHARLESTON ST. PATRICK'S DAY PARADE

Saturday, March 11, 2023

On Saturday, March 11, **North Charleston** held their **St. Patrick's Day** parade with all the cars and display trucks staged on **Park Place East** before noon. At least 5 **Mini's** were decked out, a nice LBC treat.



Here is a shot of new member **David Price's 2020 JCW Clubman**, ready for the parade. Welcome to the club, David!



Check out **K.C. Rennie of Charleston Mattress** next to their truck behind the Minis.



The lead Mini has Miss North Charleston and Princess something (I can't read the rest of her sash..) who will be waving at the crowds.



Mattress Man with Ruthie and Callum, all strutting their stuff.



A fun parade on East Montague that really has a small town feel.





## CHARLESTON ST. PATRICK'S DAY PARADE

Saturday, March 17, 2023





## CHARLESTON ST. PATRICK'S DAY PARADE

Saturday, March 17, 2023





## THE FRENCH CONNECTION / PARTIE TROIS

by Robert Morey

Bonjour encore mes amies! Nothing like a nice drive across northwestern France, apart from the most-dense city areas; all driving in France (England, Scotland, Ireland, & Germany) is relaxing. Everyone on the road has had extensive driver training which is expensive and can take more than a year to get; bad behavior can quickly cost you your license, so generally everyone drives politely! Seems this is the area most Americans get hung up on, afraid it will be dangerous or difficult to drive here. Rest assured, when you get back to the US, that is the time to be scared of driving! Car rental is simple and mostly cheaper than in the US; take the insurance just in case and hit the road! (**hot tip when refueling:** “Gazole” is diesel and “Essence” is gas!) Drive slowly till you gain confidence, and just watch carefully at intersections and roundabouts. For me, zipping through roundabouts as quickly as possible is a joy, hampered only by the monitor in the passenger seat! If you miss, just go around as many times as needed to find the correct exit or to lose the guy behind you who knows the area and is tired of your snail-like progress (not an issue in general with me but sometimes the scenery overwhelms!)

So, there we are, no longer in the **Lotus**, (now safely resting in our garage until we return); our rental is a **2022 Peugeot 208**. It's got some horsepower and it's a fairly quick mount, the gearshift lets me hit the redline a few times! (*note: if you want an automatic, you have a problem, not many available, better ask in advance...*) A nice feature is the **speed alert**. Like anywhere, the speed limit might drop a lot before you notice the signs; on the dash a little red circle lights up with the speed you should be doing, right next to displaying the spirited gallop you are actually doing....

We arrive just outside **Deauville** at “The Priory Boute-foi,” an ancient **Tudor-looking** structure every bit the **Chateau** I was hoping for. The acid test for ancient — the steps are a bit worn away in the centre as we ascend to our room, *above the stables* (of course we aren't in the main house; all guests of questionable repute (you have met me, right?) are of course sent to the stables!) Sadly, there are no horses at the moment, but what we find through a large window are **prewar sports cars** (oh



swoon, must breathe, steady man, take a moment...!) Unable to relax, I go try to find the garage entrance. Carefully winding my way through *a maze of fast pre-war two-seaters*, I find a gentleman toiling away on an engine front cover in a small machine shop area. He speaks no English, which makes my limited French a lot more important than usual. He turns out to be a mechanic who specializes in classics: he works like I do, focused on the job, stopping only very briefly for the required pleasantries, and right back to his task! The walls are covered with the treasures of a lifetime of immersion in the prewar car hobby — **posters, photos, rally plates, lots and lots of rally plates**. Parts litter the building in every corner, no workbench surface space anywhere, not covered with the former running components of some glorious machine!





## THE FRENCH CONNECTION / PARTIE TROIS

*(continued)*

The owner, a charming and generous gentleman named **Gerard**, meets me the following evening as he has worked late. **Michele** does not attend, in spite of her similar enthusiasm: she has apparently made friends with a flu bug and is checking her eyelids for holes, while I converse in broken **Franglaise** about the **Amilcar CGS** that is pointed tantalizingly at the garage door! It's literally freezing outside, but Gerard starts the car and we pull out onto the long driveway. I watch intently at all his gyrations to propel this **1923 treasure** to the main road.

Seconds after we turn onto the road I feel the wind-chill solidify my grin and get the feeling I'll not survive this, but it's all worth it. On his side is a tiny windscreen nearly as high as his chin; I have nothing but icy air. If this is the end, it's a good one, still able after the sudden deep freeze to move my eyeballs and enjoy the ride. We hit speeds I did not expect — we are blasting along single lane roads in the French countryside. Stopping at an intersection, Gerard points in the distance at the lights of a village some kilometers away and tells me we are going there. I would respond but my face is frozen and can only nod. We are off again, and any bumps threaten to shatter my upper half!

Pulling over about halfway there, Gerard indicates that it's my turn to drive. This is an honor. We all like for others to participate in and enjoy this hobby. This is so kind and trusting, such an opportunity! At the moment of this offer, I'm a little overwhelmed: I've driven a **Model T speedster**, an **Aston Martin Ulster 1929**, a couple **prewar Bentleys**, a **1932 Alfa 8C** and respected them all for the amazing cars they are, but I can hardly move from the cold. I'm under-dressed and wearing shoes totally inappropriate for driving a vintage car! I go to remove my shoes and Gerard protests: even a local knows it's too cold for that. I snap an icicle off my beard to chew on while I ponder the problem, my feet are like snowshoes by European standards (I literally am wearing the largest size I could get at a shoe store in France. Holding still long enough for my brain to thaw, I decide this opportunity and his generosity trump any good sense I have left. Holding my throttle foot at a crazy unnatural angle to keep from



pressing all three pedals at once, *we are off!*

To say that the seating in this car is close, doesn't get it: it's intimate in a "oh my, do we have to get married now?" kind of way. The seats are not side by side: the passenger (left side), is slightly behind allowing the passenger's right arm behind the driver, and the driver's left arm free to operate the gearshift), which is ok, since I've long since lost feeling in my upper body due to wind chill and any warmth is a gift. I now pilot a piece of history rapidly down country lanes between hedgerows at 0 dark thirty with headlamps glowing like timid fireflies to almost light the way. Bliss, sheer bliss, my delirious happiness tempered only by the fear that my enormous shoes will wedge the pedals together in a moment of freezing braking accelerating catastrophe!

Resisting every non-frozen bone in my body, I reluctantly pull over and explain my fear that my feet will be our undoing. It's been a great 5 or so kilometers. I surrender the controls back to *Speed Racer* for a thrilling arctic blast back to the garage!

Next time: "*Touring the Normandy D Day Beaches.*" 🇬🇧

**Robert Morey**



## LBC TECH by Frank Wissman

## Tom Meservey's Austin-Healey 1275 Engine Build and Install Part V

I missed the session that would have been **Part IV**, that's when the exhaust and carbs were installed but the engine ran poorly. The engine had good oil pressure and the ignition timing was good, but the carburation was very bad. **Dave Rosato** took the carbs home along with a pair of carbs from a smaller engine and found the throttle shafts on the ones we tried were very worn. The unworn diameter is 0.250", the most worn section was 0.231", of course it ran horribly – the previous owner must have been pretty tired of trying to tune it up – it's impossible when

that much air is leaking around the throttle shaft into the body.



He cannibalized the old carbs to get better throttle shafts and reassembled the carbs.

**Part V** is when we met again on **March 13th** with another great turnout; **Frank Neill, Gene Carter, Will MacPhee, Tom Moschel, and Dave Rosato**. The rebuilt carbs were paired up with the linkage and attached to the manifold. Next to install were the throttle and choke cables, but the ends had frayed enough that it was a slight nuisance; after many tries, a



few trims of the cable, and finally





## LBC TECH by Frank Wissman

A-H 1275 Engine Build, Pt. V  
(continued)

a propane torch was brought out to solder the ends of the cables. Finally everything was hooked up; gas, water, and vacuum lines connected and tightened – now it's time to run the engine and see where we are. Gene bumped up ignition timing a bit and a 'back to first principals' series of adjustments was done by Dave. It was pretty chilly mid-morning and with a hot-street performance cam, the idle was little lumpy but it settled into a 800-900 RPM range; pretty good! Dave checked the quality of the tune-up with ColorTune, and both carburetors didn't need any adjustment – impressive. What the picture is trying to show is the rightmost sparkplug is replaced with the ColorTune, and when you look at it from the correct angle, you would see that the flame inside the combustion chamber is a light blue (it looks orange/white from this angle).

The new exhaust was hanging pretty low so the muffler clamps were rotated and the John Deere muffler (honest!) had to be re-hung to gain ground clearance.

The solution might be for a muffler shop to bend some tubing and who knows what else, but for now, it's more than good enough.

Tom took me along for Ruby's first shake-down ride on the street and everything behaved as it should, the engine pulls nicely, no leaks – smiles all around.

Ending today's work was driv-



ing Ruby back in the garage and putting the hood back on. Because Tom had marked the hood and hinges before disassembly, the gap at the rear of the hood was spot-on and we think the gaps on the side are as good as you can get. To wrap up this build, Tom very generously took us out to **See Wee Restaurant** for a great lunch.

Thank you, Tom - we all had a great time!

**Epilogue**

**Tom** has driven the car into town for a fill-up, **Dave Romanick** came by and did some adjustments to the exhaust, Tom did a quick valve adjustment now that it has 300 miles, so that's good. 🍀



**MY LBC TECH SESSION***By Rich Fritz (WIZZBANG MOTORS)*

**D**ave Rosato opens his garage to club members to fix, replace, adjust, modify, or just maintain their LBC. Today, I scheduled myself for some maintenance and new stuff on my **1963 Sunbeam Alpine III GT**.

When I pulled onto the lift to do an oil change, I couldn't open the bonnet. The rod to release the hood was very hard to pull and wouldn't move far enough to disengage the release mechanism. I thought I might have left a tool in the hood release tray that was stopping the locking mechanism from moving toward the bulkhead when I reinstalled my radiator. From under the dash, I was able to get my hand on the bonnet rod and force it back to release the hood. Once it was opened, I was happy to see I left no tools in the lock tray. So, why was the bonnet rod not cooperating?

Dave, being much slimmer than I, slid his wirey frame under the dash and got situated with his butt on the seat in what I would call the 'death dive' to get a closer look at the bonnet rod. I took up an erect position at the engine bay to manipulate the rod's attaching clip to the locking mechanism. After several attempts to make the rod move freely, I decided to remove it from the car to see what's causing the hang-up. There were two things that appeared to be problematic, 1) the rod had a bend in it where it went through the retainer bracket, and 2) the retainer bracket was loose and canted upward

when the rod was pulled.

Once the rod was out, it was clamped down in a vise and straightened. Reinstalling the rod was not difficult, but the bulkhead grommet popped out and needed to be refitted. This required removing the bonnet locking tray and accessing the grommet hole just above the heater core.



Dave, with the slim body, also had slim fingers to reinstate the grommet. I was useless because my finger stumps lacked the manual dexterity to reach and manipulate the grommet back into the hole. That done, Dave was back into his 'death dive' under the dash to reinsert the rod and secure it to the dash framework. Once the rod was in place, Dave locked it down and I, still erect at the engine bay, got the rod aligned to be attached to the lock mechanism.

Now, all the tray screws were back in their assigned holes and the rod clip was reattached to

the locking mechanism. The rod moved freely and the lock function properly. It was time to close the bonnet to see if it would reopen. I hesitated to lock the bonnet down so Dave laid his hand on the bonnet and pushed it closed. He said, "if worse comes to worse, we put it on the lift, remove the suspension, and drop the engine. What's wrong with that?" Fortunately, one tug on the bonnet rod and the bonnet popped open like it was meant to. That is something it's never done before.

Well, Dave spent about 30 minutes in the 'death dive' position and survived it. If it was me under the dash, working upside down I would have never survived. Thank goodness the **BCCC** has a dedicated garage and a **bunch of gear-heads** who make themselves available a couple of times a month to offer any and all services to club members. It makes membership well worth the price of admission.

I got most of the work done during my visit. The differential oil was changed. The oil and filter was changed with 30w oil to see what effect it had on oil pressure. But the transmission was left alone because it required carpet removal which I decided to leave to another day. When that day comes the electric fuel pump will be changed too, and I won't have to keep checking the PO's handy work with wires falling off the contact posts. All is well for now.

**WIZZBANG MOTORS signing off.**



**HAPPY BIRTHDAY**

For April

Gary	Ling	7
James	Martin	9
Michael	Moody	9
Todd	Young	9
Angelo	Costanzo	12
Grace	Clark	13
John	Holbrook	13
Tyler	Neill	13
Dwight	Olson	18
Terry	McClain	19
Bill	Goff	20
Bill	Dutour	23
Chris	Halford	25
Craig	White	25

**CHARLESTON  
IMPORT  
AUTOMOTIVE**

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](http://www.CharlestonImportAuto.com)**MYSTERY PHOTO ANSWER**

Last issue we asked the question "Can you identify the car and the BCCC member on the left?"

The Answer:

A Lotus Seven WITH BCCC's Treasurer Ken Smith.

**DID YOU KNOW?****Ralph Lauren - Morgan +4 "interim" 4-seater**

He's as famous for his car collection as he is his fashion. It's a collection that's estimated to be worth as much as £240m, with two McLaren F1s, a Bugatti Type 57SC Atlantic Coupe and a Ferrari 250 GTO.

But it all started with Lauren's first car, this 1961 Morgan.



**FOR SALE**

Visit [www.britishcarclubcharleston.com/ForSaleWanted.html](http://www.britishcarclubcharleston.com/ForSaleWanted.html) for more details.



**1974 MGB** - This is a true chrome bumper car not a retro fit like some. Everything on this car works. I had the head re-built a couple of years ago. It has original tire jack and owners manual which you don't see often. Asking **\$16,500**. Contact **John Geddings** at [johngeddings@bellsouth.net](mailto:johngeddings@bellsouth.net)



**1973 Triumph TR6** - Car is located at Coastal Auto Restyling, Conway, SC. Contact the owner, **Alan Yoho**, at 843-504-2888 or [caratd@sccoast.net](mailto:caratd@sccoast.net) for complete details.



**1962 Austin Healey Sprite** - For parts or for restoration. If you are interested, contact [Dave Rosato](mailto:Dave.Rosato@gmail.com) to get more details photos. It has been garaged and has not run in over 10 years.



**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.





# Join Us at GOF-South 2023 & NAMGAR Regional April 20 Through April 23, 2023

GOF-South 2023 welcomes all MG cars from the Marque's conception to the end of production in the Abingdon Works.

We have Teamed with NAMGAR to include a NAMGAR Regional Element to the Program.



The Program Includes:

- > Two Judged Car Shows (First Timers and All Comer's Show)
- > Technical and Informational Seminars
- > Self Guided and Group Drives to Interesting Local Destinations
- > Reception and 'Meet & Greet' Buffet
- > Awards Banquet
- > Event Regalia
- > Door Prizes, Raffles, and Silent Auction

**Event Host Hotel:** The Best Western Gateway Grand Hotel and Spa, Gainesville, Florida  
Special Event Rates Available

Arrive Early, Stay Late and Make it an Excuse for a Spring Vacation in Sunny Florida



Your Host: MG Classics of Jacksonville, Florida

Registration and Hotel Special Rates Open on November 15,

2022 Event Website: <https://www.gofsouth.org>



**NAMGAR**  
North American MGA Register





## APRIL 2023

See the BCCC Events Calendar at <https://www.britishcarclubcharleston.com/Events.html> for up-to-date events.

						<b>1</b> 9am – 1pm <i>Carolina British Classics XV</i>
<b>2</b> 1pm – 4pm <i>Edisto River Brewing Co Car Show</i>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b> 9am – 4pm <i>Tech Session on Tyler's AH Sprite at Rosato's Garage</i>	<b>8</b> 10am – 11:30am <i>BCCC Monthly Meeting at Rutledge Cab Co.</i>
<b>9</b> Easter	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b> 9am – 4pm <i>Tech Session at Rosato's Garage</i>	<b>15</b> 9am – 11am <i>Sea Islands Cars and Coffee</i>
<b>16</b> 11am – 3pm <i>Animals, Art &amp; Automobiles</i>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b> <i>MCAS Beaufort Air Show</i>
<b>23</b> <i>MCAS Beaufort Air Show</i>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>
<b>30</b>						

Have a suggestion for a place you'd like to visit? Contact Millie Horton at [millie.horton2@gmail.com](mailto: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
Ken Smith	Treasurer	(843) 442-7170	ksmith10@sc.rr.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	Gary@BritishCarClubCharleston.com
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...**

Go to [britishcarclubcharleston.com](http://britishcarclubcharleston.com) and click on membership.

Or just fill in and sign this 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: \_\_\_\_\_

☐ Renewal ☐ New Member / Please provide a username and password for the Members Only section of the website.

Username: \_\_\_\_\_ Password: \_\_\_\_\_

☐ I give my permission to list my phone and email in the Membership Directory to be accessible to BCCC members only.

Birthday please: Name: \_\_\_\_\_ Month: \_\_\_\_\_ Day: \_\_\_\_\_

Spouse's Birthday: Name: \_\_\_\_\_ Month: \_\_\_\_\_ Day: \_\_\_\_\_