



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

Volume 40, Number 8

AUGUST 2023



2022 BCD Class Winning 1962 Lotus Elite / Owner: Otis Engelman

INSIDE THIS ISSUE

3 **BCCC'S JULY MEETING** – Our seventh meeting of 2023 was held at Fenix Automotive Garage.

7 **IRENE AND MILLIE GO TO SCHOOL**
St. John Catholic School Summer Journey Camp British car adventure.

10 **COVER CAR STORY**
Now whittled down to only three Lotus, Otis Engelman shares his 2022 BCD Class winning 1962 Lotus Elite.

18 **LBC TECH** It's Not a British Car, but... Dave Rosato's 1958 Mercedes-Benz 190SL has garnered lots of interest.

PREZ SEZ by Dave Rosato

What a hot month! There were a couple times I took the **BMW** over the **MGA**. I did take the A downtown when it was **about 95**. I roasted, but the car did OK.

We have **40 cars registered** for **British Car Day**. We also have **47 signed up** for the **Friday Welcome Reception, 24 for the British Tea, 12 for the Friday lunch and 18 cars** on the **caravan**. That's on par with last year's registration. **John Scott** and **Irene Breland** have been doing a great job getting together **18 MG's** to celebrate the **100th year for the MG**. Soon I'll be looking to fill the **volunteer list** for **Friday** and **Saturday**. Every year, the volunteers from the club make **British Car Day** so successful. We need items to give out in the **goodie bags**. If you know of a company who would like to get some cheap advertising, see if they can supply something. We also need items for the **silent auction**. In the past, **silent auction donations** have gone a long way in defraying the cost of **British Car Day**.

Irene Breland, Millie Horton and **myself** are on the board of **Cars at Kiawah River**. We've noticed that British car registrations from the club are down from prior years. Believe me, I know, having car shows only a week apart can be difficult. But it is **late October**, the weather is getting more pleasant and we have two beautiful venues. So **register** for our [British Car Day](#) as well as [Cars at Kiawah River](#).

I know the **1958 190SL Mercedes** I'm restoring **isn't British**, but I felt I've talked about it enough over the years that we should cover our **Tech Sessions** rebuilding the engine. **Frank Wissman** has taken the lead in rebuilding the engine and did a great job in documenting the rebuild, later in the *Windscreen*.

I hope you have signed up for the **August 12th Rally and Picnic**. **Frank Neill** and **myself** put together an interesting drive from **Waterfront Park** in **Mt Pleasant** to **The Ponds** in **Summerville** where the picnic will be. It is a leisurely drive looking for answers to questions along the way. We had to get the final food count in by **August 2nd**, but if you are going to the picnic and want to do the rally as well, it's not too late to let **Millie** know. 🇬🇧

Safety Fast,
Dave

VP'S CORNER by Bob Simons

Well, this year is flying by faster than any of my vehicles (except maybe the motorcycle, and I'm not ready to run her that hard). I was going to write this month about systems maintenance. The house AC failed (not unexpectedly). Of course the system used obsolete refrigerant and was unrepairable. Replacement was 3X the cost of a new install in the '90s, but with zero alternatives, so oh well. The dollar isn't what it was. What does this have to do with **British Cars**? Well, it's a reminder that it's not just our LBC's that have issues. It's fun to call **Lucas** the **Prince of Darkness**, but in practical terms, my car is older than my house. Both require care and feeding, perspective is important.

My perspective came to focus Sunday. Out of the blue the **TD** had a failure to start last month, troubleshooting lead to a battery replacement. The car now starts smartly and the irritating whistling noise is gone. Why a new battery would get rid of what sounds like a vacuum leak I have no idea, but we're back in action! Taking her downtown for some exercise I heard something two-wheeled approaching while I was stopped at a light. I couldn't make out the marque, but as the rider pulled away when the light changed, he stuck out a leg while passing. In the **US**, it is common for motorcycle riders to flash an **inverted V** (peace sign) to other riders on the road. Kind of 'I see you, hope the cars do', in **Britain**, riders keep their hands on the bars and stick out a leg to convey the same message. In either case, this is not normally a signal to vehicles with four wheels.

I immediately knew two things, first I was flattered, and second, the **rider was British**.

We are part of a quirky and (justifiably) proud community. Keep 'em running, get 'em out on the road – I'll see you there! 🇬🇧 **Bob**

WELCOME NEW MEMBERS

Ferol Vernon and Annie Houting
MGB and Mini Sports

Christopher McConnell
1970 Land Rover Santana 2A

We Look Forward to Many Happy Miles Together!

BCCC JULY 2023 MEETING

by Irene Breland

The BCCC's July meeting was held at **Fenix Automotive Garage** on July 8th. Twenty-five members were in attendance.

BCCC members met at two locations for the early morning drive to **Fenix**. One group met at **Mt. Pleasant Radio** and the other at **Total Wine** in West Ashley. It was a hot drive to N. Charleston even in a modern car. Once there, we were greeted by **Ron Heidstra**, the operations manager and **Ryan Herbst**, the shop foreman with a nice tent and tables for **Millie** and crew to set up the coffee and doughnuts, provided by the BCCC.

Ron and **Bryan** both were excellent hosts eager to explain the shops' operations and discuss the interesting variety of classic iron they had on display for us. The cars included a white '57 Caddy convertible, with top down, that would have made Elvis smile; a white Jag XK 140 coup that was stunning, even in its unfinished state, along with five or six other cars with varying repairs done or being done at **Fenix**.

VP Bob opened the meeting by thanking our hosts

and asking for comments from members. A brief discussion followed with a continued Q & A about the cars. **Bob** then asked **Millie** for event updates.

Millie discussed the **August 12th Rally and Annual Picnic** at the **Farmhouse at The Ponds** in **Summerville**. Members **Ken** and **Pat Kreuzer** have made extensive arrangements for us to enjoy the historic **Farmhouse** and adjacent covered facility for a delicious BBQ dinner provided by **Baker BBQ of Summerville**. More information can be found on our



BCCC JULY 2023 MEETING

(continued)



website. **Millie** asked us to remember to **RSVP** for the correct head count for food.

Bob then asked **Ron** to speak on the many services offered by **Fenix**. He graciously answered the many diverse questions from club members about their operation. With the big fans blowing, it was hard to hear everything but the bottom line is they offer everything from full restorations to oil changes!

Wray then thanked **Don** for having us and **Susanne** asked a couple more questions about the

shop..... *Your secretary scribbled something down, but it is past read by date.*

Bob thanked our hosts again and closed the meeting. The members, still standing in the heat of the day, headed home. 🇬🇧

Irene Breland

BCCC 2023 Nags Head, NC Tour

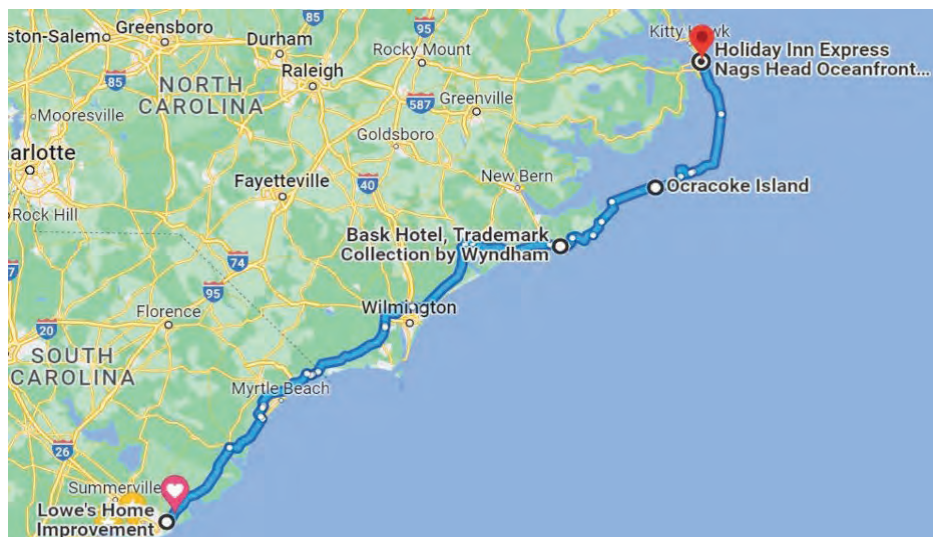


Six Day/Five Night Fall Cruise | Monday, November 6 – Saturday, November 11

The **BCCC 2023 Nags Head Fall Cruise** is really taking shape. We will be traveling from Monday, November 6 and returning home on Saturday, November 11. Our current itinerary includes phenomenal coastal drives, **ferry rides**, a guided **Wild Horse Tour** at the famous **Carolla Beach** in modified Hummers, dining and accommodations.

Our club tours have been a terrific opportunity to drive our special cars and share the fellowship of other group members. We currently have 22 people and 11 cars scheduled and could possibly fit a couple more.

If you have any interest or questions, please reach out to either **Gene Carter** at **360-815-5338**, carter.genecarter@gmail.com or **Mike Caristi** at **843-513-0598**, caristikm@bellsouth.net For more see the [BCCC website](#).



TRIP ITINERARY

Monday Nov 6th, Bask Hotel, Morehead City, NC (1 night)

Tuesday Nov 7th, Cedar Island/Ocracoke Ferry then Ocracoke/Hatteras Ferry then continue to Nags Head

Tuesday Nov 7th through Friday Nov 10th (3 nights) Holiday Inn Express, Nags Head

Wednesday Nov 8th, Wild Horse Adventures Tour

Friday Nov 10th, Residence Inn Landfall, Wilmington, NC (1 night)

Saturday Nov 11th, Return Home



SEA ISLANDS CARS & COFFEE

Saturday, July 15, 2023



McLaren Elva



\$2M... and no visible windscreen!



Pat & Ken Kreuzer's Morgan



Pat Kreuzer, Millie, Ken Kreuzer



Lewis Hay's Datsun 240



Ed Tilton's Healey

IRENE & MILLIE GO TO SCHOOL

by Irene Breland and Millie Horton

On Monday, July 17th, **Millie and I** had a wonderful **British car adventure** with one of the **camp classes** at **St. John Catholic School Summer Journey Camp**. We think the story and the school will be of interest to all **BCCC** members. The principal has already invited us back in the fall to share our cars (we'd like to have a few more for that adventure) with all the students.

This story started a couple of months ago when I received a call from **Jim Harrell**. He and his friend **Gen. Bob Radin**, who is very involved with **St. John School**, thought a woman old car owner or two visit would be an interesting addition for the camp's kids, especially the girls.

When **Jim** mentioned the school, **my eyes lit up**. This school was my parish school from first through eighth grade. I spent more classroom time there than in high school or college. Of course I was interested in helping and told **Jim** I thought **Millie** would be too.

When I contacted the principal, **Karen Durand**, to ask what she was looking for, she told me about one of her female students who has a passion for cars – and aspires to be a pilot. She thought it would be good for **Abby** to see that women can push career boundaries by their career choices (a female surgeon spoke at the girl's dinner) and hobbies. I knew it would be a special outing and



St. John Catholic School Summer Journey Camp students with Irene and Millie.



Abby, who has a passion for cars – and aspires to be a pilot, checks out Irene's 1967 TR4A.



Irene discusses car history at one of the camp classes at St. John Catholic School Summer Journey Camp.

IRENE & MILLIE GO TO SCHOOL (continued)

the idea of sharing our story and cars is always a good thing. As you can see from the pictures the class was very hands on with one wanting to crank (I left the key in the ignition) the **TR4A** and



With the key left in the ignition, these two students were ready to go.



The spacious interior of Millie's Bentley R-Type Saloon brought lots of smiles.

several wanting to picnic in the **Bentley** back seat.

The kids were amazing and sharing our hobby with them was an incredible experience. **Millie and I** like to think that all of them



Abby and her "co-pilot" check out all the gauges and switches in the TR4A.



Students were very interested in Millie's 1953 Bentley engine bay.

saw us as cool women breaking stereotypical gender barriers but pretty sure the cars won the cool award this time. All of us have opportunities to mentor or share knowledge about something with someone and it feels good to do it.

Once the kids went back to class **Karen** asked if I wanted a tour of my old school. I of course did since I had not been inside the school since I graduated. It was truly a moving experience to walk inside the doors and tour the rooms. While **Millie and Bob** were deep in conversation about cars and how **Bob** was addressing the needs of the building, I was picturing old friends, some who are still part of my life, and teachers, many who have passed away, walking the halls once again. The school turns 75 in 2025 and plans are in the works for a big celebration. Hopefully they will be celebrating the completion of the many needed repairs.

St. John School has a somewhat different mission than when it was my parish school but still retains the core of a parochial school education. 🇬🇧

You can read more about **St. John Catholic School** on their website: stjohncatholic.wixsite.com



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

BCD

38

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

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

COVER CAR STORY

1962 Lotus Elite
by Otis Engelman

I still remember the first time... I was a sophomore at the College of Charleston in '67 walking through the parking lot of SEARS (then on Calhoun St next to the Francis Marion Hotel) and among all the regular sized steel and chrome cars was this tiny white, miraculous curvy, TINY car. I looked inside the two-seater to see a speedometer that read to 140 – when 85 to 100 was the optimistic standard on US cars.

Time marched on – graduation, medical school – MUSC, marriage, Residency - US Navy, Active duty – our daughter and son, private practice. And then an ad in the back of Road & Track in 1983 for a '62 Lotus Elite. I asked a college friend of mine living in Philadelphia to examine the car, then partially covered in a storage facility in Cherry Hill, New Jersey. He con-



firmed that it was a “double dimple” Bristol Aircraft body and appeared to have all of its parts except bumpers. I called the owner! Graham Stoddart-Stone, a delightful man with the expected accent, had returned to Britain. I paid \$16,000 for that car and had



COVER CAR STORY *(continued)*

1962 Lotus Elite

it shipped to Summerville. Once here, I found a trove of correspondence in the car from Stoddart-Stone to the Lotus factory, who confirmed the car had a ZF transmission, Dutton Motors – the source of Lotus parts and information in the US, and others.

Time marched on some more – I sheltered my Elite in a dehumidified garage until Club Member Robert Morey had the time to begin a complete restoration in 2018. The engine was completely rebuilt, and dynamometer tested by Tony Ingram in California. The body received a total make over by Robert and Club Member Kerry Jamison. And then Robert put it all together again. It is a runner; last year I drove it to the Lotus Owners Group annual meeting in Canaan, West Virginia... and back; bungee cords holding the vent windows open for “air conditioning”.

In the meantime, what does a Lotus owner do? He buys another Lotus... or several. Before “refining my collection” I had one from each decade onward: '71 Elan, '72 Elan +2, '86 Esprit Turbo, '91 Elan SE (M 100) and an '05 Elise.

My first drivable Lotus was the +2 and I spent five



The Speedometer tops out at 140 – a bit optimistic. *BUT*, the Elite averaged 100 mph throughout the 24 hours of LeMans.



years modifying it with a Ztec fuel injected engine, A/C, cast mini-lite wheels, and fabulous body work with Mars red paint job. The problem of course with this kind of project is spare parts – I wound up with 1 frame, one full rolling chassis, 4 sets of wheels, and 2 extra engines, plus the usual stuff.

My third purchase was the yellow '71 Elan, I found it in Herkimer, NY. It ran – briefly, and had high potential. It had been garaged for years. The first time I started it, it blew mouse nests out the tail pipe. Robert Morey and Kerry Jamison worked their magic on this car also. There were hours and hours of work were put in to make the door's contours match those of the body. Robert completely rebuilt the engine with nine thousandths over bore. I had no idea that that degree of precision was available. When driving it home from the first car show at highway speed there was an ELLIPTICAL vibration of the car – most obvious in the rear-view mirror. It turned out to be an out of plane drive shaft attachment to the rear universal that was not apparent at lower speeds. Ultimately an easy machine shop fix; if removing and replacing the drive shaft is easy.

The only showroom new Lotus I've bought was the '91 Elan (known by the development moniker M-100 – the second time a prior model name had been recycled). This car is very underrated – those who have owned one uniformly consider it the most comfortable and reliable of the Make since inception.

COVER CAR STORY *(continued)*

1962 Lotus Elite

The only front wheel drive vehicle Lotus had put on the road, it had easy steering, good brakes, excellent A/C, and effective turbo charging that I remember as seamless compared to the Esprit Turbo. I drove it every day for 126,000 miles.

NEXT... I bought a 2005 Elise from the original owner in 2007. This is a truly brilliant sports car – all the auto magazines still use the Elise as their standard for comparisons. Incredibly rigid chassis that weighs less than 200 pounds, bullet proof Toyota engine that in its last iterations were supercharged WITHOUT voiding the Toyota warranty, Lotus suspension, tiny steering wheel with unbelievably precise steering... it's a go cart for adults. I drove it daily for years. The only criticism comes from my wife who is convinced it was the cause of my back complaints.

My last acquisition is "Debbie's" '86 Esprit Turbo – it had to be hers since she said, "If you get another Lotus, you're going to need a new wife!". This is one of, if not the most recognized Lotus models – appearing in 2 James Bond movies and Pretty Woman. This model was made for 26 years and at the end had an engine with the highest specific horsepower per displacement on the road. It's hard to believe, particularly for anyone who has seen or driven one, that the Esprit is just an enlarged Europa! The design did have its moments. Due to new US crash requirements, the windshield angle didn't conform to US standards, it was reportedly solved in an all-night session between Colin Chapman and Giorgetto Giugiaro (named the Car Designer of the Century with credit for the VW Golf & Fiat Panda to Aston Martin, Bugatti and Ferrari). Kerry did some work on the Esprit and Robert did just short of a total restoration. The heater didn't work when I got the car... Robert found the core had sprung a leak (apparent when he discovered that the lines going forward to the heat exchanger had been short circuited at the engine). The problem is the heater box is the first thing installed on the cabin side of the forward bulkhead which means The whole dash had to be removed to fix it. The engine compartment also had its share of issues. The US cars got early models of Bosch port fuel injection that is



a whiz bang collection of mechanical and electrical engineering. Most of the fuel injection system went to the DeLorean restorer in Texas for correction of its fuel metering, and Robert conquered the electrical gremlins. Debbie and I drove the Esprit to Salt Lake City in two and a half days, toured with LOG 40 participants, won first place in the Concourse and drove back in two and a half days! All at 70 mph for 2,200 miles one way – the engine never missed a beat.

I'm "down to" three Lotus (and that *IS* the plural

COVER CAR STORY *(continued)*

1962 Lotus Elite

of Lotus - so it says in Factory records), That's all the garage will comfortably hold, leaving a little room to work on the cars. I don't expect to have these cars forever. My hope is to pass them on in the best condition I am capable of, to folks who will honor and appreciate them.

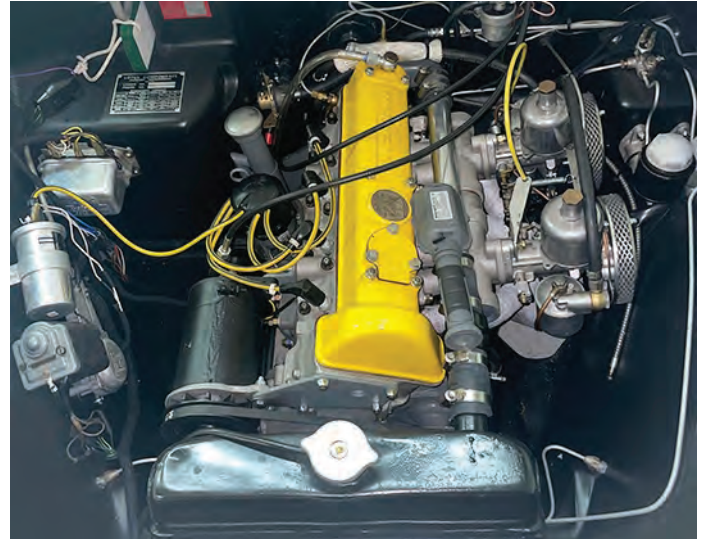


My 1962 Elite was imported to the USA by Graham Stoddard-Stone after he resigned his commission in the British Navy to follow his American fiancée to the States. It's important to know that Graham rebodied this car to LHD with the assistance of Miles Wilkins after his fiancée wrecked it – that's real love.

Colin Chapman was educated in what would become aeronautical engineering and borrowed the money to start his race car company from his fiancée, Hazel - that's true love!

Lotus was one of the few companies that made enough money producing race cars – notably the Seven, Eleven & 23B - to begin making cars for the street. The Elite was the first of his "race cars for the road" that had all season capacity and some creature comforts and then modern features (the Lotus 7 required a "rugged individualist" to use it year-round).

The Elite created a sensation at the Earl's Court Motor Show in 1957 – other Continental models



1200cc Coventry Climax engine in stage 2 tune. Dinoed at 81 hp.

were stogie by comparison (Gordon Murray considers it one of his 10 favorite designs). It took the better part of two years to get into series production at the new factory built at a decommissioned WWII RAF field in Hethel in Norwich, England – about 100 miles northeast of London.

The Elite was completely unique with a composite fiber glass full monocoque shell weighing 200 pounds– no chassis; all drive and suspension components are attached to the shell. Note: Chapman ultimately earned eleven fiber glass patents, one of which – Vacuum Assist Resin Infusion – is used extensively today in yacht construction. The engine for this model was derived from a British fire pump engine commissioned after the Blitz by the government with the design brief requiring it be light enough to be carried by two men, able to start immediately in any weather and able to run at maximum RPM for 24 hours. When Chapman saw the engine, he saw ... Le Mans. Coventry Climax, the engine manufacturer, made forklifts at the time as their other product and happily modified this engine to Chapman's requirement and it became the "Feather Weight – Elite". Lotus was at that time, and still has the reputation as, the master of suspension dynamics, and this car with its aerodynamics shaped by Mike Costin (later the "COS" of Cosworth) proved itself by AVERAGING 100 mph for the course of the 24 hours of Le Mans and winning its class FIVE years in a row. 🇬🇧

Otis Engelman

TENTH ANNUAL BRITFEST

Saturday, October 7, 2023 / The Market Common, Myrtle Beach, SC



Sponsored By



On Behalf of the Entire Grand Strand British Car Club, We Welcome You to Our Annual Car Show at The Market Common! In addition to all of the beautiful British cars, we will have a shady hospitality tent. Food trucks will offer a variety of cuisines for your purchasing selection. Only 2 blocks away is The Market Common which boasts shops, restaurants and a cinema so your weekend will be packed with fun for everyone! Please, register early and plan to stay the weekend to soak up all of the fun!

The Grand Strand British Car Club's Myrtle Beach Britfest will be held at The Market Common on the empty paved lot (behind the King Street Grille) bounded by Johnson and Hendrick Ave, and Iris and Hackler St. located just off Farrow Pkwy between Highway 17 Business and Highway 17 By-Pass.



Driving on Highway 17 Business:

Turn west onto Farrow Pkwy, proceed 0.7 mile, turn right onto Johnson Ave.

Driving on Highway 17 By-Pass:

Exit onto Farrow Pkwy, proceed east 2.7 miles, turn left on Johnson Ave.

Dash Plaques will be given to all early registration entrants and will be available for some late and "day-of" registrations.

Award Plaques or Trophies will be presented to winners in each Class with at least one entrant. Special Awards will be presented for "My Favorite British Car", "Best Picnic Presentation", and for this year, a **Special Recognition for the 100th Anniversary of MG Sports Cars!**

English Tea with "Best Hat" competition will take place under one of the shady hospitality tents during the show.

A Welcome Reception will be held Friday night from 4:00 p.m. until 6:00 p.m. at the Tupelo Honey Cafe, 3042 Howard Ave. located in The Market Common (heavy hors d'oeuvres and cash bar).

Recommended Accommodations Special room rate information for DoubleTree Resort by Hilton Myrtle Beach Oceanfront will be listed on the GSBCC website as it becomes available.



DOUBLETREE RESORT

BY HILTON™

MYRTLE BEACH OCEANFRONT

TENTH ANNUAL BRITFEST REGISTRATION

Saturday, October 7, 2023 / The Market Common, Myrtle Beach, SC

CAR CLASS NUMBERS:

- 01 Austin Healey 100 / 3000
- 02 Austin Healey Sprite / MG Midget
- 03 Austin Healey Bugeye Sprite
- 04 Aston Martin
- 05 Bentley / Rolls Royce
- 06 Jaguar SS, XK120 / 140 / 150
- 07 Jaguar E-type
- 08 Jaguar & Daimler Early Saloons (thru 1970)
- 09 Jaguar & Daimler XJ6/12/R (1968-1997)
- 10 Jaguar XJS, XJR (1976-1997)
- 11 Jaguar XK8, XK, XKR (1997-2015)
- 12 Jaguar Sedans, Estates, SUV's (1998-)
- 13 Jaguar F-type (2012-)
- 14 Lotus
- 15 MG A
- 16 MG B / C (chrome bumper)
- 17 MG B (rubber bumper)
- 18 MG B GT / C GT
- 19 MG T Series and Other
- 20 Mini (original) & variants

- 21 MINI (BMW)
- 22 Morgan
- 23 Land and Range Rover
- 24 Sunbeam
- 25 Triumph TR 2/3/3A/3B
- 26 Triumph TR 4/4A/5/250
- 27 Triumph TR 6
- 28 Triumph TR 7/8
- 29 Triumph Spitfire & GT6
- 30 Triumph Stag & Other
- 31 TVR
- 32 British Special Interest (not listed elsewhere)
- 33 * British Motorcycles
- 34 * British Replicas
- 35 * Non-British Import of Special Interest

* = Classes not eligible for "My Favorite British Car"

NOTE: Entrant selects class designations of cars on this form. However, GSBCC has the right to eliminate, combine, or add classes, and to reassign entries to other classes if deemed necessary by the Judging Committee. Award Plaques or Trophies will be presented to winners in each Class with at least one entrant.

Name: _____
(PLEASE ... print clearly as you would like to see it on a trophy)
Address: _____
City/State/ZIP: _____
Club Affiliations: _____
Email: _____
Telephone: _____

Entry 1 Class #: _____ \$30 early -or- \$35 late

Year/Make/Model/Color

Entry 2 Class #: _____ \$15 each additional car

Year/Make/Model/Color

Registrations before Sep. 1: \$30 first car entered + \$15 each additional car entered.

Late Registrations postmarked on or after Sep. 1:

\$35 first car entered + \$15 each additional car entered.

(Registration includes 1 day Special Club Membership for Non-Members.)

T-Shirt Order / \$21.80 each (inc. Sales Tax)

of Medium _____

of Large _____

of X Large _____

of XX Large _____

Total # of T-Shirts: _____

x \$21.80 each = \$ _____



Friday Night Reception at Tupelo Honey:

Your reservation for the reception must be received by Sep. 21.

attending _____

x \$20 per person = \$ _____

Total Above Fees: \$ _____

(Sorry, no refunds can be made.)

Friday Evening Reception:

4:00 – 6:00 pm Tupelo Honey in The Market Common

Saturday Events Agenda:

9:00 am Show Field Opens to Parking

11:00 am – 12:00 noon English Tea

11:00 am Late Registration Closes and Voting Begins

1:30 pm Popular Voting Ends

2:30 pm Awards Presentation, Raffles, Etc.

Off-Road Trailer Parking available next to show field.

RELEASE AND WAIVER OF LIABILITY

All registrants grant permission to the Grand Strand British Car Club, Inc. (the "GSBCC") to publish photos and videos of the registrant and registrant's vehicle(s) in print or electronic media including the GSBCC newsletter, promotional materials, website, Youtube channel, FaceBook page or other social media. Registrant is also aware of the hazards inherent with motor vehicle events, and specifically releases and indemnifies the GSBCC, its Board of Directors, Officers, organizers of events, and volunteers, collectively and separately from any liability for personal injury or property damage incurred by registrant or registrant's guests while participating in this event. The undersigned has read and voluntarily signs this release and waiver of liability and indemnity and further agrees that no oral representations, statements, or inducements apart from the foregoing have been made.

Signature _____

Date _____

Register On-Line: www.GrandStrandBritishCarClub.com
or Complete This Registration Form

Make out a check in the amount of the Total you calculated at left payable to "GSBCC", and mail both to:

Ethan Harris, MB Britfest Registrar

931 Callant Dr., Little River, SC 29566

tel: (781) 883-1135

For more information, contact: Warren Bender, MB Britfest Show Chairman
VP@GrandStrandBritishCarClub.com



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.

Need Parts? Call us first!

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, North Charleston, SC 29418

Just off Ashley Phosphate Road in the
Pepperdam Industrial Park

www.CharlestonImportAuto.com

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

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

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

Log on to www.LBCarCo.com and see why we excel at what we do.

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

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
Major credit cards accepted

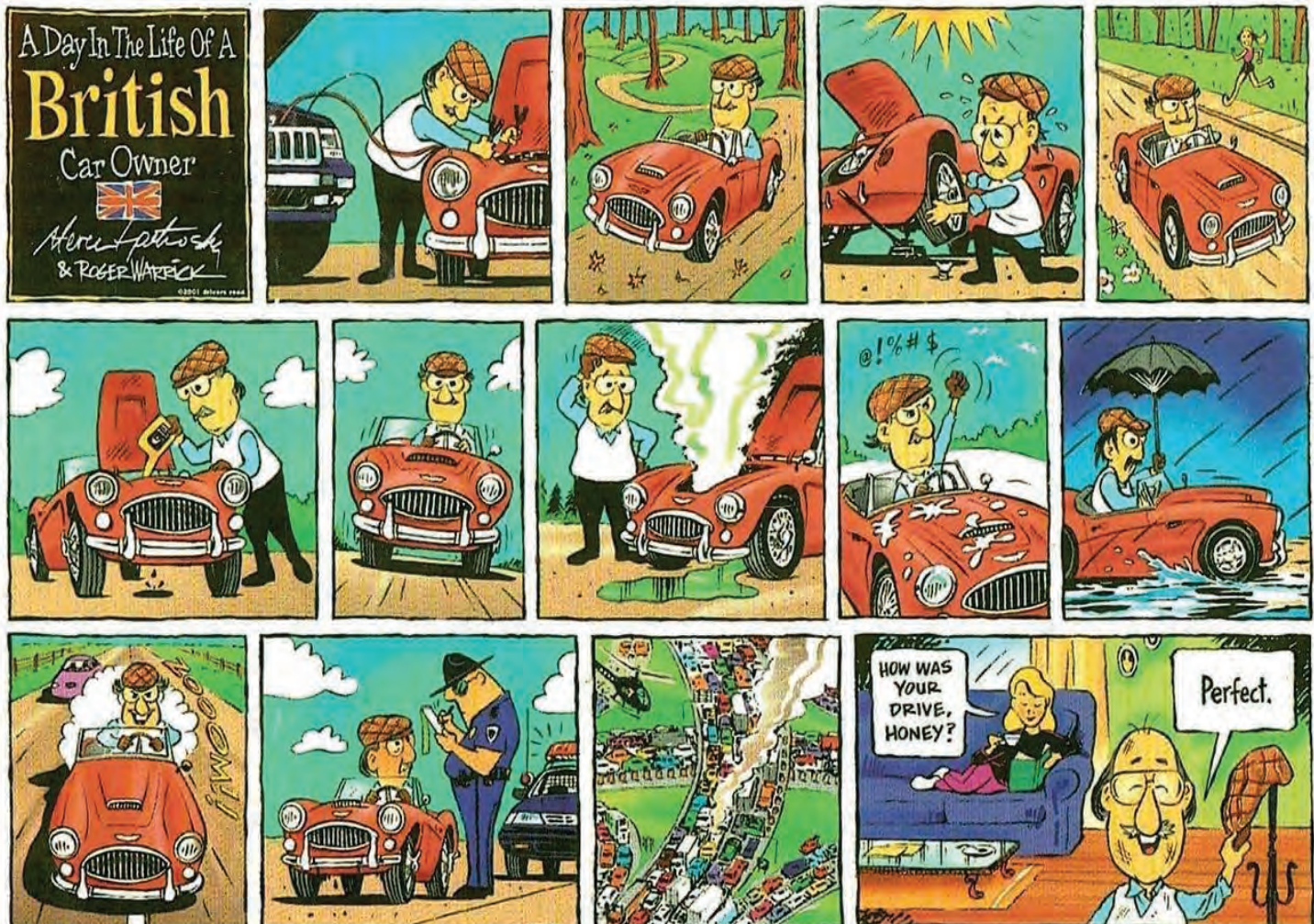
Who needs a trailer to transport your LBC?



HAPPY BIRTHDAY

For August

Clay Owens	2	Tyler Robinson	12	Lisa DeMatteis	25
Dan Mengedoht	3	Dave Romanick	13	Rudy Gill	26
Kathleen Romanick	6	Joan Motter	13	Nick Sherrill	28
Dave Bulfin	7	Robert New	14	Terrence Smith	28
Brian Lanahan	7	Ken Smith	14	Peter Steele	28
Kevin Mizell	7	Sue King	14	Lisa Unger	29
Daniel Mengedoht	8	Thomas Moschel	16	Liz Guthridge	30
David Hueske	10	Ron Neal	16	Larry Davis	31
Mark Durishan	10	Michael Caristi	20	Dee Sanzari	31
Don Durham	12	Tom Meservey	24		



"A Day in the Life of a British Car Owner"

Item# 01.023

LBC TECH by Frank Wissman

It's Not a British Car, but...

Dave Rosato's 1958 Mercedes-Benz 190SL Engine Build

Part I

The block, crankshaft, pistons, and cylinder head were dropped off at the machine shop a few months ago. After examination, there was more wear in the cylinder bores than we expected, so they were machined to the largest allowable size, this means that new pistons and rings had to be ordered, too, unfortunately. I never like when we have to go to final oversize, if anything changes or wears unexpectedly, either a new block has to be found or some tricky rework must be performed. After a while the block is delivered from the machine shop and the first step

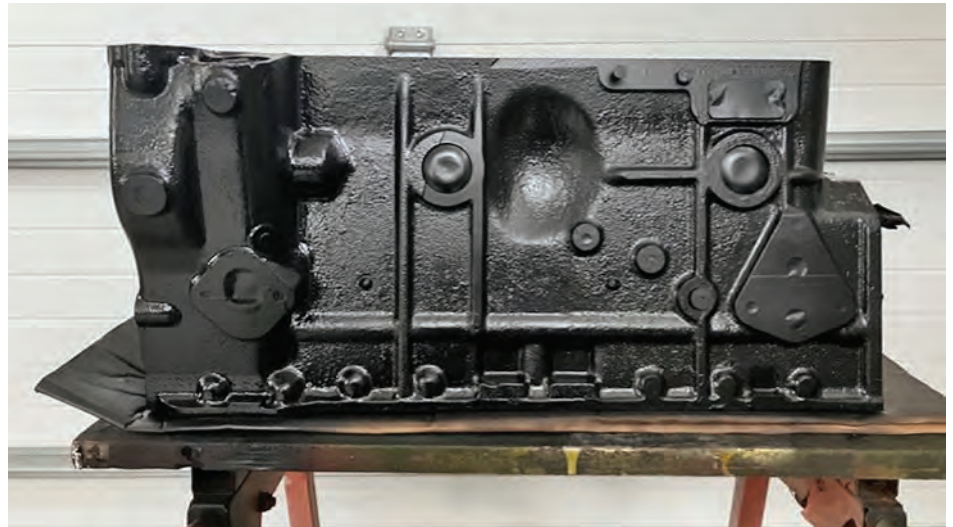
After a couple of hours of wire-brushing and many solvent cleans, the block is masked off and painted VHT Satin black.

Once the paint has cured for a few days, I mounted the block on the engine stand and started to clean the bores with acetone and paper towels. And that's when I see the #3 bore has some surface damage. Dave comes over and we realize there is corrosion beneath the surface of the bore. My guess is that the engine was neglected and somehow water got in and sat for a long time. It's a shame that the machine shop missed it and we had to find this out on our own.

Dave took the block back to the machine shop and the call was



Installing new freeze plugs following the usual process; clean the seat for the plug, apply black RTV, and hammer in the plug.



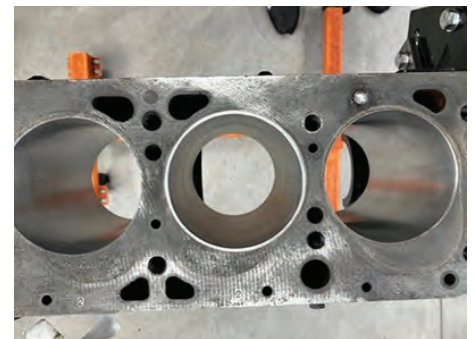
After hours of prep, the block is masked off and painted VHT Satin Black.



Well, here's a reason to have a lot of light in the shop – the corrosion in the #3 bore jumped right out at us!

made to install a cylinder sleeve. What the machinist does is make the bore even larger and press fit in a centrifugally cast sleeve into the block, and then machine it to

the correct bore – in this case it was the same final oversize as the other three bores. As it turns out, this wasn't terribly expensive (says the guy who isn't writing the checks...). The 3/32" thick sleeve is installed in the middle of the three bores.

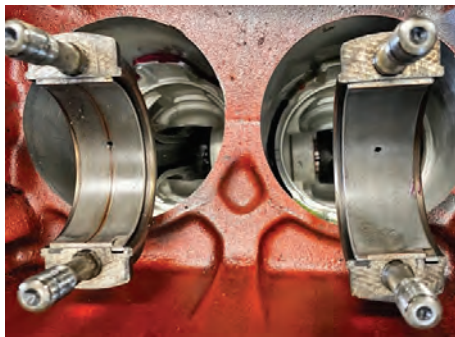


LBC TECH by Frank Wissman**1958 Mercedes-Benz 190SL Engine Build** *(continued)***July 24**

Finally, it's time to call for a group tech session. **Gene Carter, Frank Neil, Will MacPhee, Otis Engelman** and **Dave** came over bright and early and we started by installing the new pistons on the connecting rods. To the right we see **Dave** and **Frank** driving out the old wrist pins.

Once they are out, it's simple to push the new pins in and install the new clips. The rings are already installed on the pistons, so it's just a matter of staggering the ring gaps, oiling up the piston and ring compressor and tap the first piston in. **Dave** does it so quickly he's paced by us putting the pins in and lubing the pistons. It's not always that easy or fast!

A view from the bottom with the old bearings in place is shown below. See that little hole about 1/3 down from the top edge of the bearing?

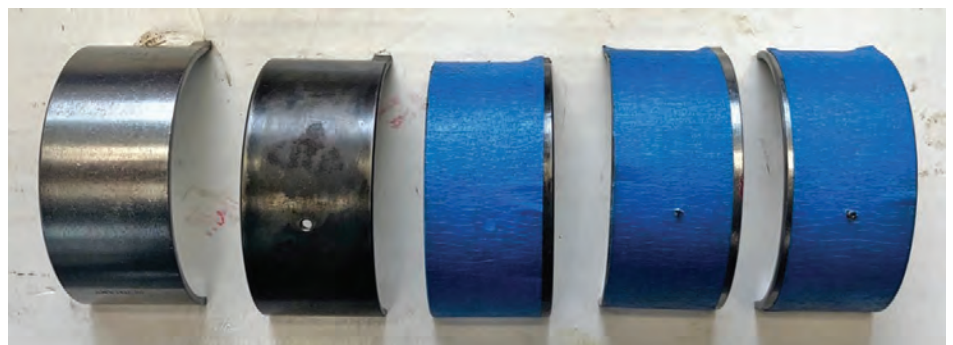


While dry-fitting the bearings, we notice that the connecting rod bearings don't have the necessary oil feed hole for oil to go up through the connecting rod to the



wrist pin. **Dave** gets on the phone to the vendor who says 'that's how they are' – which is nonsense, the engine won't live long like this. And these bearings aren't cheap, either. The only way the build can continue is to drill oil feed holes in the new bearings; as you can imagine, this idea is a first for everyone. I'm trying to figure out how to mark where to drill and am getting nowhere. After a bit, **Frank Neill** casually suggests tap-

ing the back of the bearings with blue painters tape, poke through the tape with the correct size drill, and transfer the tape to the new bearing, aligning the 3 sides of tape to the edges of the bearing. **Brilliant!** This suddenly becomes easy. Shown below from left to right: new bearing, old bearing, old bearing with tape and no drill hole, and two new bearings with the marking for where to drill in place.



LBC TECH by Frank Wissman

1958 Mercedes-Benz 190SL Engine Build *(continued)*

Gene rotates the drill press table to the correct angle, a few C-clamps are used to locate edges to position the bearing and **Dave** and **Gene** start drilling, in a few minutes we have a set of modified bearings.

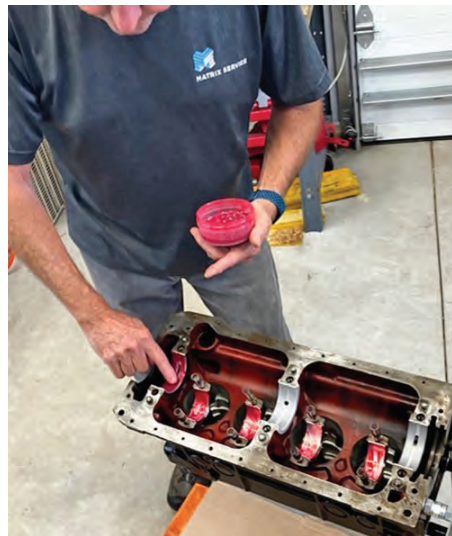


About this time, **Dave** talks with someone who has built a few **190SLs** and learns that they drill their bearings, too. While this confirmation is gratifying, some of us are getting brain-cramps when we realize a lot of other people are in the same boat with bearings that will oil-starve the wrist pins, hopefully they will figure out how fix their bearings. As it turns out, drilled bearings are available for about twice the cost of un-drilled bearings, but nothing in the catalog tells you why there is a price difference. Moving along, the hole in the connecting rod is about 3x the diameter of the hole in the bearing, so even if the hole is off by .010" or even .020", the passage is good. To be sure, we checked the alignment of

the hole by using the drill bit as a check gage and in all 4 instances, the drill passes freely into the connecting rod.

I'm not sure, but I think this is about when **Frank** came back with Subway sandwiches, chips and drinks for all. Thanks, **Frank!**

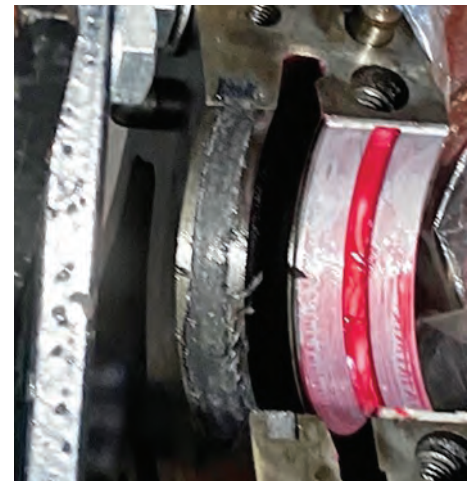
A modern rear seal is provided, it's a square section of graphite rope packing that is pressed into the groove of the block. It's a tight fit, but it's in. We do a spot check of the bearing clearances with PlastiGage and they are pretty good, one main bearing is on the low side of clearance but when that cap is tightened, the crank turns easily so we proceed. Now it's time to apply assembly lube to all of the bearings and start putting everything together.



First we torque all of the rod bearings with just the center main cap snug. Everything turns easily so we move to the mains, starting at the front of the engine. We torque the mains to half of

the specified torque, checking for free rotation at each step. When we get to the back main cap and apply half torque, everything locks up solid. We check the rear main clearance and it's perfect, .0015" with a spec of .001" - .002".

All that's left to consider is the rear seal, so we take everything apart and see that the rear seal has crushed out of the groove, almost doubling the contact area.



Dave takes an X-Acto knife and trims the seal back to the edges of the groove and we try again. Fantastic – the crank turns freely so we torque the main bearing caps to full torque, install the oil pump pick up and turn the engine so the top of the block is facing up.

While moving the head from the shelf to the bench, we noticed some sand on the cardboard that it was resting on. So we swapped the cardboard with a fresh piece and started dry-fitting some pieces. And about this time I realized I had left my valve spring compressor at a friend's place, so we had to call it a day.

LBC TECH by Frank Wissman

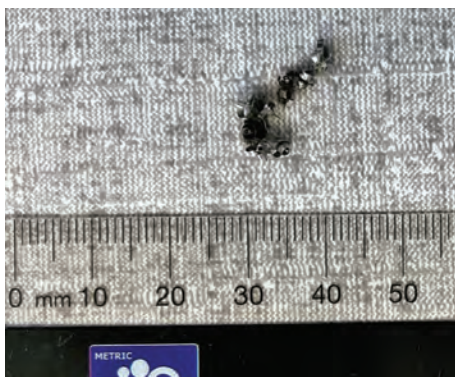
1958 Mercedes-Benz 190SL Engine Build *(continued)*

July 26

Our next session had **Gene Carter, Frank Neil, Otis Engelman,** and **Dave** who brought his valve spring compressor.

We start with getting the cam chain gear in place. There is an idler gear, a chain tensioner plus four chain guides, this is a nice design that will have quiet operation over its service life. Two guides go in the head and the remaining two guides are tucked away in the bottom of the block. The pins that secure the chain guides are an interference press-fit, so there was the usual selection of hammers used during assembly. There's not a lot a space left in the block anymore, and I'm starting to think it's going to be tricky to feed the chain through.

Time to install the valves. Except we see more sand on the fresh cardboard, and I'm getting a little annoyed at the machine shop by now. We fire up the air compressor and set up a table outside and



One of the larger shavings that blew out of a water passage.



Dave operates the valve spring compressor while Gene and Frank drop in the collets.



start blowing air through every possible passage and through-hole, we rotate and tilt the head in many directions to free up and shake out the last of the debris. A few pieces of metal shavings came out, too. When I saw the metal shavings, I was quite disappointed with the machine shop.

Once we all were satisfied that the coolant passages are clean, it's finally time to install the valves. Fresh seals, collets, and springs are used; **Dave** operated the valve spring compressor and **Gene** and I dropped in the collets.

Now it's time to wipe down the mating surfaces again, place the gasket on the block and present the head.

The cam towers are put on the head, then the head is properly torqued in three steps. We checked that the cam turned freely at every assembly step, and it was perfect! The cam gear doesn't have an alignment dot like most engines, instead there is a keyed washer with a notch that goes on the cam, and the notch lines up with a notch on the front cam tower.



I think someone said "warranty" and Gene and Frank offered their considered opinion.

Wow, elegant and easy to read.



LBC TECH by Frank Wissman

1958 Mercedes-Benz 190SL Engine Build *(continued)*

The cam gear is installed and now it's time to thread the chain through the block. Well, except that we talked about and forgot to set the #1 piston to Top Dead Center (TDC) for primary timing, so we have to take off the head, turn the crank to set the piston at TDC and re-attach the head. Just to be sure, we turn the engine upside down and attach some tape on a connecting rod and crankshaft throw, and draw a few lines along the pieces of tape for alignment so we can identify TDC from the bottom. Just in case, ya know? We had already checked the old and new chains on a bench; the new chain has the correct number of links, and we could see the old chain had stretched by about 2/3 of a link. Not a problem, this is exactly why they have an automatic tensioner. It's a narrow path for the chain through the timing chest in the block, it threads between the two guides in the head, wraps around the idler gear, goes along a guide, wraps around the crankshaft gear, goes along another guide, finally it wraps around the tensioner and then meets on the cam gear. We try threading pieces of different size wire through to pull the chain through, try rotating the engine a number of times for access, peer in with flashlights, and get nowhere. So either **Dave** or **Gene** suggest feeding the chain through the block. Later, writing this up, they each deny

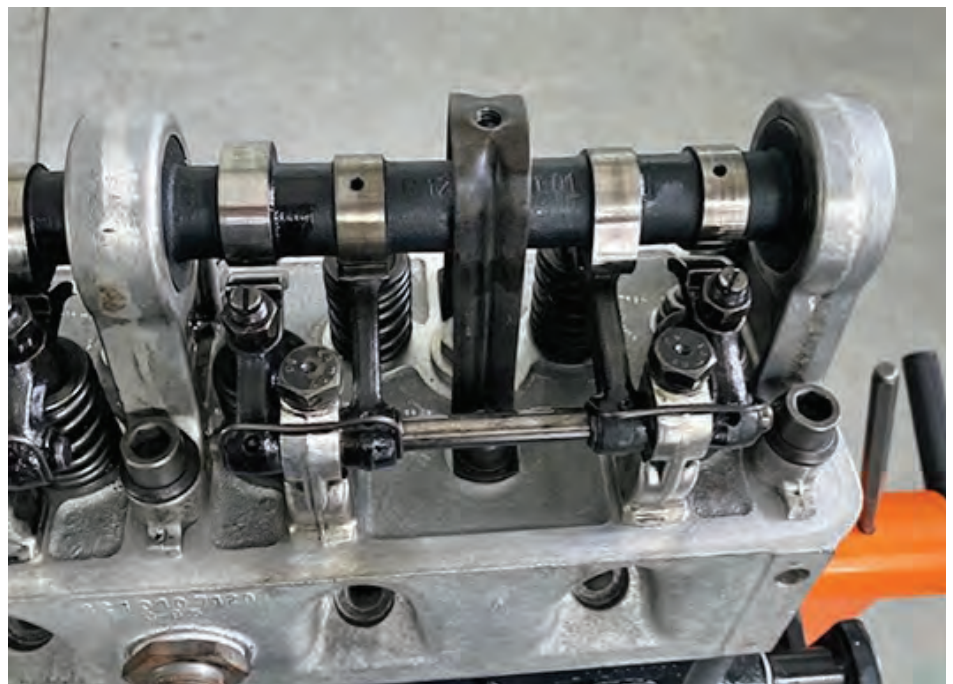


it. Which is strange, because the chain finds its way through easily, and all that is needed is for **Frank** to turn the crankshaft with a wrench to feed the chain and soon the chain is ready to wrap around the cam gear. Naturally, that's when we notice it's the old chain. Of course it is. No problem, we attach the new chain to the old with the master link and Frank turns the crankshaft until the new

one is in position and we close the chain with the supplied master link, which happens to use two of the smallest E-clips I've ever seen.

The valve cover is mounted to a pair of brackets that bolt to the head, so we figure out the alignment and install them. The rocker arms have already been prepared by loosening or removing the adjusters, so we smear everything with assembly lube, rotate the cam until the rocker arms can slide under each set of four cam lobes, bolt the assembly in and look at what's next.

Apparently, a late lunch is what's next, and **Dave** takes us to **The Codfather on Spruil** where we call it a day. 🇬🇧



LBC TECH by Frank Wissman

Pam Brown's 1981 Triumph Spitfire Electric Fan Repair

Part I

A small tech session was held at **Tom Meservy's** on July 14 where we are beginning to fix the electric fan on **Pam Brown's 1981 Triumph Spitfire**. **Gene Carter**, **Mike Caristi**, **Will MacPhee**, and of course **Pam**, **Tom**, and myself joined in. Her car was overheating in stop and go traffic, so we figured it would be best to put in a manual switch for the fan so she could turn it on before the engine got hot. The first thing we checked was that the fan was good – we pulled it out and jumpered it to the

battery – the fan's fine! We re-install the fan onto the radiator and double check to see which lead of the wiring plug is +12V but now the fan won't turn at all. We can get some nice sparks at the battery touching the jumpers, but that's not what we want. It turns out that the plastic frame deforms when you tighten it to the radiator and a blade or two touch the frame.

This may be happening on other cars – if your fan isn't working and with the car turned off, turn the blades with your fingers to check, it should spin freely.

We take the fan off, verify which lead is +12V and **Gene** takes the fan into the garage to work his

magic. He **Dremels** the tips off the blades for clearance faster than I can get the wiring in place, so we team up and find a place to tap into +12V that is switched on with the ignition. **Gene** finds a relay socket under the dash between the steering wheel and door that has switched +12, so we hook up the wire through the grommet in the firewall and plug it in. Success! We tidied up a few things, checked the fluids and wrap up one of the quickest tech sessions ever. Our next session will be indoors, it was pretty hot! We will install a switch that operates in parallel with the radiator thermostat and include a relay for the fan power. 🇬🇧

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 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**.

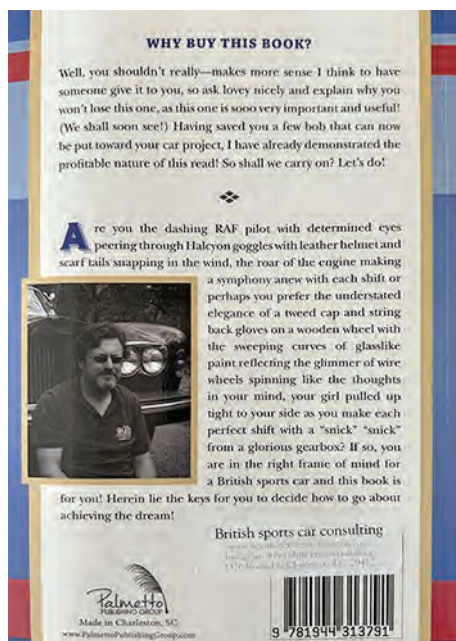
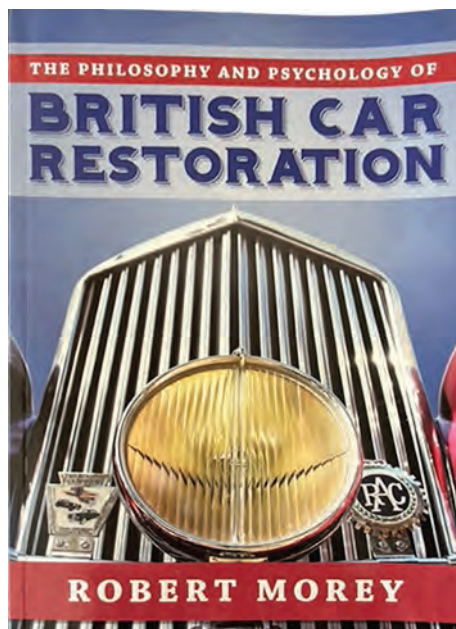
You can contact **Frank** for name badges.

For other regalia contact Lynn Rosato at 412-849-5081 or lrosato525@comcast.net.

IN FOR A PENNY, IN FOR £250

Coming Soon...a Second Foray into British Car Restoration from our own Robert Morey

Here's book *Number One*; be sure to watch for his latest.



Here's a little teaser from Robert's book number two:

So there you are, standing over the distributor while your buddy holds the starter button down, the spinning shaft of the distributor warped so badly that it resembles an amusement ride at a carnival! "She'll not run right that way," you mutter to yourself, knowing that this is one of those moments where it is likely more cost effective to send it out to a pro, rather than to buy the bronze stock for the bushing and try to straighten the shaft, without even looking at those mechanical advance springs, literally falling off their little posts! (a tired lot those beasties...). Chin up old boy/girl; lemonade from lemons. You can use the saved time for something you can and need to do (while waiting for the distributor to return from Jeff at Advance distributors).

Redirecting your efforts will need to happen often. Cars are a complex machine and aged ones are a minefield of "what do I do next?" Keeping up with ordering of needed supplies and parts also causes constant "refocusing of efforts." Don't look at it any other way than what it is: the very nature of the job! So, yes that distributor job you were going to finish today with points and condenser kit went from \$30 to 4 weeks and \$200, but you'll be better off for it in the end. Sometimes it goes the other way: I've disassembled a few jobs only to be amazed at how perfect the parts are, needing only a little oil or grease to be back to like new! Although not the

usual circumstances, it does happen, and armed with great sayings like "It is what it is," and "Even a blind hog finds a truffle," we trudge on through the mud of returning our dormant vehicle from silence to song!

To illustrate the old adage "In for a penny, in for a pound," perhaps some of you read my article from a past book "The cheapest way to do anything, is to spend the most money"? Don't put the book down yet; I'm going to walk you through the idea! Let's say you have a running issue, you just can't figure out. You missed the trip to a show as a result and lost the registration money; it's been weeks without being able to enjoy the car (there is monetary value lost). You have taken it to a local shop that saw a car like yours drive by once, and although the bill was not mind-numbing, it's still not right; worse yet they modified a few things trying.

Now you give in and take it to the specialist— 90 miles away on a tow truck, wait two months and when the car comes back, all the things you paid for from the last shop have been placed in a cardboard box on the passenger floor (you waited for and paid for that stuff too, remember?) And the latest bill is equal to the bills of the last three shops which tried and failed. Yup, would have cost half and you would have had the car back for the show if you had just gone to the shop that really works every day on what you drive. Save money by giving your pounds (and a few pennies) to professionals! 🇬🇧

FOR SALE

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

1979 MGB - This 1979 MGB has been in the family since it was produced. The exterior has been totally restored by Star Automotive here in Charleston.

Paint and exterior - Completely restored by Star Automotive. Rusted rocker panels replaced with matching English steel and applying multiple coats of the original MGB orange.

Upholstery and interior - Tan interior with new wood laminate steering wheel

Mileage - 65,353 miles

Wheels and tires - New Goodyear Radial SP06 tires

Brakes - Relined brakes 900 miles ago by Charleston Import Automotive

Transmission - 4 speed manual transmission - original

Car is listed on Hagerty.com. Contact Ferol Vernon, ferolvernon@gmail.com Asking **\$14,000.00**



FOR SALE

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



A set of 4 painted 72 spoke 15 inch wire wheels for sale. Contact Wayne Carver at syldawayne888@gmail.com for details.



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 for complete 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



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.

AUGUST 2023

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 2pm – 4pm <i>Arkonik SVO Open House</i>
6	7	8	9	10	11	12 9am – 2pm <i>Rally, Monthly Meeting and Cookout</i>
13	14	15	16	17	18	19 9am – 11am <i>Sea Islands Cars and Coffee</i>
20	21	22	23	24	25	26
27	28	29	30	31		

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
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 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: _____