



# The WINDSCREEN

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2023 BCD Best in Show Winner 1937 MG VA / Owner: John Scott

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**PREZ SEZ** by Dave Rosato

I hope all had a very **Happy Thanksgiving**. We went to Florida for a very nice Thanksgiving with Lynn's family. Traffic coming home on Route 95 was terrible. **Gene Carter** and **Mike Caristi**, our new **Events Coordinators**, did a fantastic organizing our drive to **Nags Head**. We really only had one car act up, and that was my **MGA**. The engine started sputtering on our second day. I made it to the next exit and then it just died. We pushed it off to the side. We checked the fuel pump, definitely pumping fuel. We pulled a plug to check for spark. Cranked the engine and it started on *three cylinders*. We put the plug back in and we took off. We made it to the hotel at **Nags Head** without problems.

The next morning on the way to one of the more memorable events, it started acting up again. We left the car in a parking lot to deal with later and went on to the **Hummer beach drive** to see **wild horses**. The group almost filled two Hummers. Route 12 ends in **Corolla**. From then on, well equipped four-wheel vehicles are needed as from then on, it is beach and dune driving. Descendants of the wild horses roaming the area were brought here hundreds of years ago from **Spain**.



After the Hummer drive, we went back to check out the **MGA**. We determined that it must be a failing **Pertronix electronic ignition**. Fortunately, **Michael Siegmund** had a spare module for his six-cylinder **TR5**. Fortunately, the module works for a different number of cylinders. The engine ran fabulously for



the rest of the trip.

I want to thank **Wray Lemke, Mt Pleasant Radio**, for donating eight radios to the club. They were invaluable at **British Car Day**, the **Nags Head Drive** as well as the drive to the **Hilton Head Show**.

You may not know, but **six club member cars** have been rear ended over the past year and a half. As far as I know, the culprits were all driving large SUV's or trucks. They are **Chris Summers** in his **Austin-Healey 3000**, **Millie Horton** in her **MGA**, **Teddy Mengedoht** in his **Spitfire**, **John Scott** in his **Morgan**, the **MacPhees** in their **new three-wheel Morgan**, and me in my **MGA**. As far as I know, they all happened in the daylight, so poor taillights are not the reason. Unfortunately, I can't suggest a way to avoid them. Not having headrests to support your head in the event of a rear end collision makes them even more dangerous. I believe it all happened while leaving a stop sign or light. So just be ware.

I received the **LED lights** for the **MGA** that I bought from **4Sight Visionary Lighting** in the **UK**. I'll be changing all the lights to LED except the head lights. I'll set up a **Tech Session** that you are invited to. You can see how to install the lights and see the difference they bring. If you are then interested in changing your car over, I'll look into buying **LED lights** in bulk and we can have another **Tech Session** where we can install them. I'll talk about possibilities for a third break light as well. 🇬🇧

**Safety Fast,**  
**Dave**

## VP'S CORNER by Bob Simons

Well, it's hard to believe we're at the close of another year and things aren't slowing down at all! I have always had affection for airplanes, although not the budget. Conveniently, this month starts out with an invitation to a fly-in. I'll be eyeing the weather to determine what to take. My intentions of visiting Mepkin last month were overcome by the requirements of a paycheck; Holly Hill might be a perfect two wheel outing if dry. If damp, well the TD has been through that before...

I do have another engagement that day, or rather evening. No conflict, but another demand on available time. That's the nature of the Lowcountry, there's a lot to get involved with, and I do. One that I will miss, unfortunately, has little to do with cars, but may be of interest to Anglophiles. The 250th anniversary of July 4th, 1776 is approaching, like the original Declaration, with many precursor events. There will be a

re-enactment of the Tea Party (not the one that got better press), at 10am Saturday December 2nd at The Exchange Building at the foot of Broad Street, where it happened 250 years ago.

The public is invited to assemble in front of the building ahead of time as traffic along short sections of Broad and East Bay Streets will be blocked. The performance will last approximately 40 minutes. Attendees will then be invited to tour the basement of the Old Exchange where the tea was stored and partake in some hot tea. Free entry will also be available at the Charleston Museum's Heyward-Washington House and the Colonial Dames' Powder Magazine Museum. (Attendees are encouraged to bring their own chair.)

So if you're not driving to Holly Hill, there's something else to kick off the month with. Merry Christmas (or Holiday of Choice)!

In the meantime, if I don't see you at an event, then I'll see you on the road! 🇬🇧

**Bob**

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## BCCC NOVEMBER 2023 MEETING

by Richard Fritz

The **BCCC November Meeting** was held at **Rutledge Cab Company** on a damp and drizzly Sunday morning with about 3 dozen members in attendance. A few purists drove their LBCs to the meeting, some with the top down, no headlights, and no wipers, but the majority of us showed up with our daily supermarket cars.

Once inside RCC, the line for hot coffee indicated just how bone-chilled many of us were from the weather conditions outside. It's a good thing the staff at RCC was alert because they needed to replace the coffee urn 3 three times before everyone felt warm enough to order breakfast.

**Dave** started the meeting by reminding the members that our visit to **Mepkin Abby** drive will be on Saturday, November 18th. Sign-ups are still open, and details of the trip can be found on the [BCCC web-site](#). He then focused on the **December elections** for BCCC Officers. He said that since no nominations for President have been received, he will nominate himself and stay on as President for another year. That announcement was met with a loud applause from the members showing their approval and appreciation for the work he has done since 2020.

The ever present and versatile, **Bob Simons**, sadly, is stepping down from his Vice President position and no one has stepped up to fill his shoes. **Frank Neill** offered to assist **Dave** with a possible VP vacancy while he continues in his role as Membership Coordinator and taking care of the Mail Chimp database. Assisting **Frank Neill** with Mail Chimp email communications will be **Frank Wissman**.

Two Board Support positions have been created that will provide much needed 'behind the scenes' coordination services for events and club activities and will be filled by **Enrique Espinosa** and retiring BCCC Secretary, **Irene Breland**, who did a remarkable job keeping the membership informed about BCCC's activities and undertakings through meeting minutes and ad hoc messages to the membership. **Dave** added, no one has stepped up to take Irene's important role yet either.

As many members already knew, **Millie Horton**

is stepping down from her incredible, and much appreciated, run as the Clubs Event Coordinator. However, in this case, the baton is being passed to **Gene Carter** and **Mike Caristi** to carry Millie's great work forward. As always, the Event Coordinators are interested in your suggestion for Club excursions. If you have an idea or place you would like to visit, let them know.

So, what this all distills down to is BCCC needs members to fill open positions of **Vice President**, **Secretary**, and **Regalia Sales and Management**. Nominations are still open, and we can't run the Club successfully without your participation. Contact [Dave](#) to get involved.

**Dave** spoke quite favorably about our **British Car Day** on October 21st with about **100 cars** in attendance. The weather for BCD was exceptionally good compared to that of Friday's caravan to **Bears' Bluff National Fish Hatchery**, but the **British Tea Party** that afternoon added a refined English touch for the members in attendance.

**Dave** thanked **Irene Breland** and **John Scott** for their work in assembling a great assortment of MG's for the Centennial Anniversary. And he thanked everyone who worked every aspect of BCD weekend to make it possible.

**Palmetto Islands County Park** has been booked for the **October 19, 2024 BCD**, and the Club is asking for suggestions for the Friday pre-show events and **Welcome Reception on October 18th**. He also mentioned an issue that needs to be reconciled in 2024. That issue is sign-ups vs. show-ups. For example, reserving a place at Friday's events gives the event planners an idea of how much food to order. When people don't show, food and money is wasted. The Club would prefer to pay for what we actually need, so we will be looking for better ways to RSVP for events in the future.

**Dave** said he just got home from the well-organized **Boogie to the Beach** adventure with 20 BCCC members. It was a 6-day trip to **Nags Head, NC** in almost perfect weather except for the last day of rain. They took a Hummer drive with **Wild Horse Adven-**



## BCCC NOVEMBER 2023 MEETING

(continued)

tures in Corolla, and enjoyed a bonfire on the beach celebrating the invention of smores.

What would be an LBC adventure without LBC drama... **Dave's Pertronix ignition** slowly failed, but **Mike Siegmund** had a spare for his **TR5**. Three fuses blew on the first morning of the trip, but with some rewiring ingenuity it was fixed well enough to get almost home. **Tom Meservey's** ever amusing **Midget** decided to blow an **air intake plug** that was easily managed, but he complained when his windscreen wipers died on the drive home. **Tom** wanted to know why wipers always die when it's raining?

**Dave** closed the meeting with a couple of comments. First, the Club will not have a Christmas party or holiday gathering this year. Time has gotten away

from us with all the show activity in the past couple of months. We will do better in 2024. Tech sessions are great opportunities for fixing that annoying gremlin in your car. All that you need to do is make an appointment at **Dave's Garage**. If the work needed is beyond Dave's capability, there are other members with amazing tools, experience, and equipment to facilitate the work. This team approach to maintaining and repairing your LBC is both educational and fun.

Lastly, Dave welcomed some new members to the Club... Logan Black came with his MGB, Mark Halm from Manning driving a '58 MGA and Parrish Chaplin from Branchville with a '75 MGB. Welcome!

That's it for me... Fritz out.

**Richard Fritz**



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The British Car Club of Charleston  
CELEBRATING 50 YEARS OF MG  
1973 MG 2023  
38th ANNUAL British Car Day  
OCT 21 2023



## NAGS HEAD TOUR 2023 / BOOGIE TO THE BEACH

North Carolina Outer Banks, November 6–11, 2023

Every great story has a beginning, a middle and an end. I am not sure that this will qualify for a “great” story, but the Club’s **Fall Nags Head Tour** had a start, a time when some stuff happened and a return, meaning we all had fun, made new friends, and explored the **Outer Banks** making forever memories.

This story starts towards the end of BCCC’s May adventure to the **Blue Ridge Mountains** in NC. A few of us were commenting on the wonderful time and terrific fellowship that we were experiencing and said that we had to have a next great getaway! Some adult beverages may have been consumed during these conversations. After tossing some ideas around several people liked the idea of traveling up the coast to the **Outer Banks**. What they really liked was their agreement that **Gene and I** were the perfect people to spearhead this. It is probable that additional libations were served to me and Gene to gain our acceptance. The **Fall 2023 Boogie to the Beach** was born.



Fast forward to **Day 1**—the morning of November 6 in the **North Mount Pleasant Lowe’s** parking lot a gathering of little British cars was taking place. In attendance were: **Michael Siegmund** and his wife **Cheryl** in their **’68 Triumph TR 5**, **Dave** and **Lynn Rosato** in their **’58 MG A**, **Gary Brown** and his wife

**Bette** driving their **’57 MG A**, **Frank Neil** and **Becky Rakestraw** with their **’67 Austin-Healy 3000**, **Will** and **Lois MacPhee** left the Morgan at home but traveled in style with their **2020 Mini Cooper**, **Hamp** and **Susan Atkins** showed up in a **2023 Jaguar F Type** and were easily the horsepower champion of the group, **Tom Meservey** drove “**Ruby**”, his **’65 MG Midget** but girlfriend **Nancy** was in charge of the support **Prius**, **Dave Romanick** and **Jolene Balboa** were in a **2015 Jaguar XK**, **Gene** and **Delores Carter** enjoyed top down fun (the car not **Gene**) in their **2015 Mini Cooper Roadster** and I, **Mike** and **Kim Caristi** rode in our **2001 Jaguar XKR**.

With me leading the pack and **Gene** carrying the rear we headed for our first destination, **Moorhead City, NC**. The weather was perfect for LBCs and most of us enjoyed driving al fresco. Only one minor incident happened on Day 1. Somewhere near **Bolivia, NC**, a crackling broke through the walkie talkie and a ghostly voice said, “*I’m dying guys.*” The voice was **Dave Rosato** and “what” was dying was not **Dave** (thankfully) but his **MGA**. After getting off at an exit and pushing the car through a busy intersection to a grassy knoll, a group of us went into **tech session** mode. We diagnosed a fuel delivery issue (or was it?) and after some minor adjustments and a new fuse we were on our way. All arrived in **Moorhead City** safely, but **Dave’s MG** was not done playing with us just yet.





## NAGS HEAD TOUR 2023 / BOOGIE TO THE BEACH

(continued)

**Day 2** in **Moorhead City** started with me greeting a very unhappy member of our group. Apparently, there is a limit to the amount of water that the in-room coffee maker can hold. Also, if that limit is breached a “Niagara” of coffee grounds and water will flow over said coffee maker and dampen your spirits, so to speak. Our 8:30am scheduled start actual began at 8:05 when **Gene** looked around and turned to me and said, “*everybody is here and ready, let’s go!*” Most of us were there and some were ready, but not everybody. Fortunately, it takes a little doing to organize **10 cars** and by that time all were ready to go. We left ahead of our scheduled departure time, which is always a good thing when trying to catch a ferry!

The drive to the **Cedar Island Ferry** along Route 70 and turning onto Route 12 is probably one of the most spectacular drives I have ever taken. The road hugs the coastline and water, marsh, and wildlife views were just spectacular. Once again we were blessed with terrific weather.



Our first “ocean crossing” took us to **Ocracoke Island** where we had a great lunch. We then drove to the other end of the island to catch the next ferry to **Hatteras** to complete the drive to our second day’s final destination of **Nag’s Head**.



**Day 3** in **Nag’s Head** was a group tour of the wild horses that call **Corolla Beach** home. The tour was given from the vantage point in **modified Hummers** that easily tamed the sand dunes and gave us up-close and personal views of those incredible animals—a total of 120ish wild horses. An interesting note is that there are full-time, permanent residential and rental properties among the wild horses. Horses are “kings” and have the right of way over cars and people. They are not to be touched



## NAGS HEAD TOUR 2023 / BOOGIE TO THE BEACH (continued)



or fed and if caught doing so, involves an \$800 fine and potential eviction. There is no “fancy landscaping” because the horses are permitted to eat whatever they like. From what was seen, I am pretty sure there are no lawn mowers there. **Corolla Beach** is a beautiful reflection of what it looked like to live among a wild and untamed beach area in decades gone.

On the way to the **Wild Horse Tour** (of course), **Dave’s MG** wasn’t done messing with us. We once again heard a crackle over the radio indicating another death. **Dave** and **Lynn** were quickly scooped up in **MacPhee’s** 4-seater **Mini Cooper** and continued to join us at the tour location. Following the tour, **Dave’s MG** was fixed with many thanks to **Michael Siegmund** that just happened to have the *exact part* that was needed. We all enjoyed a terrific lunch and then split up to explore the **Wright Brothers Museum**, shopping the local stores, or head back to the hotel to chill.

**Day 4** included the **Hatteras Light House Tour** and **Pea Island National Wildlife Refuge** where we enjoyed spectacular coastal views and enjoyed the abundant variety of waterfowl. As the sun was setting, we made our way back to **Nags Head** and (thanks to **Becky**) ended the day with a campfire on the beach with chef **Tom** making smores for the group!



On **Day 5** all LBC exploration adventures come to an end, and we headed back home driving West through **Alligator River National Wildlife Refuge**, **Mattamuskeet National Wildlife Refuge**, the towns of **Bellhaven** and **Washington** before heading South for an overnight stop in **Wilmington** with ominous clouds on the horizon.

**Day 6** was our final day to travel back home, and it was a soaker. Not known for their waterproof integrity some of the cars had a few issues. **Tom**, the **former Navy man**, I’m sure felt right at home as he donned his foul weather gear as not all of **Ruby’s** hatches were watertight. Other cars had mystery wipers (which meant if they worked it was a mystery). **Gary’s** wiper had the last word when it decided it was tired of being stuck to the **MG** and flew off to find a new life. In true LBC fashion headlights came and went and came again.

“**Boogie to the Beach**” was a wrap and all cars and people arrived home wet but safe. Round trip the drive saw **949 miles** for LBCs on our “Boogie to the Beach” adventure. Stay tuned for the next chapter of the traveling **British Car Club of Charleston** saga. Talks are in the works for something late May or early June and it would be great to add other victims ... I mean travelers to the group. 🇬🇧

**Michael Caristi**





## Nags Head Tour 2023

### Boogie to the Beach

Outer Banks, North Carolina  
November 6-11, 2023



The map shows the route of the Nags Head Tour, starting in Charleston, SC and ending in Corolla, NC. The route passes through Williamston, NC, Hatteras Island, NC, Morehead City, NC, and Wilmington, NC. A lighthouse icon is shown near Nags Head, NC.







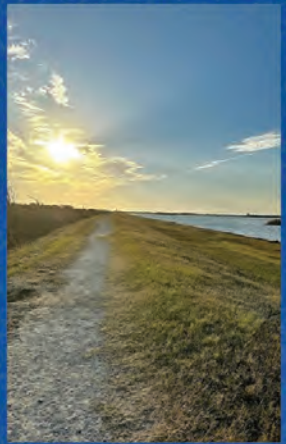








MANY THANKS TO  
MIKE CARISTA  
AND  
GENE CARTER  
FOR PLANNING A  
FABULOUS TRIP!





## MEPKIN ABBEY CRECHE FESTIVAL 2023

by Millie Horton

It was one of those glorious Fall days in the South when **14 BCCC members** drove to **Mepkin Abbey** to view the **20th Anniversary Creche Festival**. Planned far in advance because viewing slots are hard to get, we looked forward to this event to get us in the Christmas spirit. Instead of “tinsel town,” we opted to start the season viewing the 53 nativity scenes located outside and inside the Abbey.

Having visited once before, I finally asked the question I had always wanted to know: where do all the scenes come from?

The answer is that the Abbey owns a tremendous collection and varies what they show each year collecting them around a common theme.

Additionally, there are a few each



year that are making the “circuit” from other locales. This year’s theme is **“We are Nativity: Celebrating the Many Faces of the Nativity, accented with fabric.”**

Inside the Abbey, each display is presented with a melange of fabrics. Viewing each scene, I was struck by several things: the creativity of the display—an outside scene used metal as its main component with the “sheep” hair being chain link fencing and their eyes were the sockets of a light bulb), the amazing medium (one was made entirely from tin foil with bright colors like red from Hershey kisses—and the very minute detailing of some of the figures.

Origins of the displays include **Ecuador, Black Mountain, NC, France, Spain, Singapore, Ireland,**





## MEPKIN ABBEY CRECHE FESTIVAL 2023

(continued)

**Uruguay, Vermont, and Padua** to name a few.

You were encouraged to vote on your favorite nativity scene—a tough exercise.

Let's not forget the Gift Shop! It is filled with numerous nativity scenes and related gift merchandise like Christmas ornaments mostly hand-made. For fruitcake lovers, there are

2 sizes for purchase. I sampled one—divine!

Most of all, our day allowed BCCC members to enjoy each other and get to know each other better. Back porch talk involved the recent trip that some made to **Nag's Head** and beyond.

If you are interested in viewing the creches, you might find a spot

still available in the December week. If not, note on your calendar for next year: "tickets" (really spaces) open up usually around October 1 for Nov/Dec. viewing. You pay nothing but are encouraged to make a donation when you check in.

Thanks to all the members who attended! 🇬🇧

**Millie Horton**





Mepkin Abbey Crèche Festival  
20th Anniversary



BCCC ATTENDS THE MEPKIN ABBEY CRECHE FESTIVAL





**COVER CAR STORY**

1937 MG VA

by John Scott

When asked by a reporter what his first action would be if he won the 1965 NYC mayor's race, William Buckley, Jr. replied *"Demand a recount"*.

I had a similar reaction when I learned that my 1937 MG VA had won Best in Show at this year's British Car

Day. This didn't spring from some newly found sense of humility, but from my understanding that my car was not to be eligible for the award since Irene Breland and I had organized the 100th Anniversary display of MGs at this year's show (we had removed ourselves from consideration last year when we organized the Morgan grouping of cars). Nevertheless, I was truly pleased, and the award capped off a truly enjoyable two days of festivities.

The MG VA is a pretty unknown car in the United States with seven tourers believed to be on the road





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

## 1937 MG VA

here and 149 surviving worldwide. It was launched in 1936 and was a product of a rationalization of the car empire founded by William Morris. MG, together with Wolseley Motors, were privately owned by William Morris and not part of Morris Motors Limited, the largest car manufacturer in Britain at the time. Seeking to better integrate production and part sharing throughout his companies, and for estate planning purposes, in 1935 Morris transferred his ownership of MG and Wolseley to Morris Motors. As a result, 1936 saw the introduction of a new Midget sports car, the T series, which would survive until 1955, and the launch of two larger sports models, the VA and SA.

I purchased my VA in 2016 in Hull, England from only the third registered owner from new. In 2007 he had commissioned an extensive renovation of the car which was completed in 2009. He drove the car on a regular basis completing two holiday trips to France and racking up nearly 17,000 miles by the end of 2015.



The first owner purchased the car in late October 1937, and continued to own it until 1970 when the second owner purchased it as a parts car for her VA. Thankfully, she never got around to cannibalizing my car for parts, and in 1990 it ended up in the hands of a specialist restorer who never registered the car, but had it in the back of his garage collecting dust until restoration began in earnest in 2007.

But why did I buy a VA. Simply, I always wanted to participate in the *Flying Scotsman Rally*, which you could join only if you had a prewar car. The Rally is held in the early spring of each year starting in northern England and ending in Gleneagles, Scotland. Slots for the Rally fill up pretty quickly with a high number going to participants from prior years (I registered nearly a year before the event and was number 96 out of the limit of 100 cars).

In anticipation of the Rally, Laura and I traveled to the UK in the fall of 2016 for a shakedown run. We covered probably 600-700 trouble free miles over a little more than a week, and I was feeling pretty confident – not to be fully justified. At the end of the trip, we left the car with the restoration shop with a list of items to



be attended to before the Rally, including the fitting of an electronic tripmeter and three-point seat belts, the latter not being required by the Rally organizers, but, as it would turn out, indispensable.

In March 2017, I'm back in Yorkshire with fellow BCCC member and navigator for the Rally, Robert



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

## 1937 MG VA

Morey. If you know Robert , you soon learn that he does not appreciate the cold and, of course, the first day of the Rally is not only cold but drizzling. Not only is the weather not cooperating, but as we finish a hill climb, the VA proves uncooperative. As we reach the crest of the hill, the temperature gauge begins to peg. We pull over to try to diagnose the problem and after a refill of the radiator from water from a nearby stream, we are on our way again.

The sharp-eyed reader will be questioning how we overheated on a cold, wet day. Well, when the electronic tripmeter was installed the VA had to be converted to negative earth; however, the car had a puller electric fan that was installed by the prior owner when



the car was positive earth. On conversion to negative earth, the fan was turning the wrong direction blowing the hot air from the engine through the radiator, which led to our overheating when the engine was under a heavy load on the hill climb. Too clever by half!





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

## 1937 MG VA

By the second day not only had the weather improved but we, as a rally team, had improved. Then another change of luck. As we are heading down a single-track road and cresting the hill, we see a vehicle with a trailer heading towards us. As we slow up to find a lay by to tuck into, we are hit from behind by a fellow participant in a 1935 Lagonda. Neither Robert nor I are hurt, (the seat belts proved a valuable addition), and a bent back bumper is the only damage to our car. Back on course and on time. By mid-day we stop at a routine time check. As I hand my time sheet to the timekeeper, I sense that the car engine has turned off. I ask Robert



whether he turned off the engine and unfortunately, he answers "no", and that was the end of our rally.





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

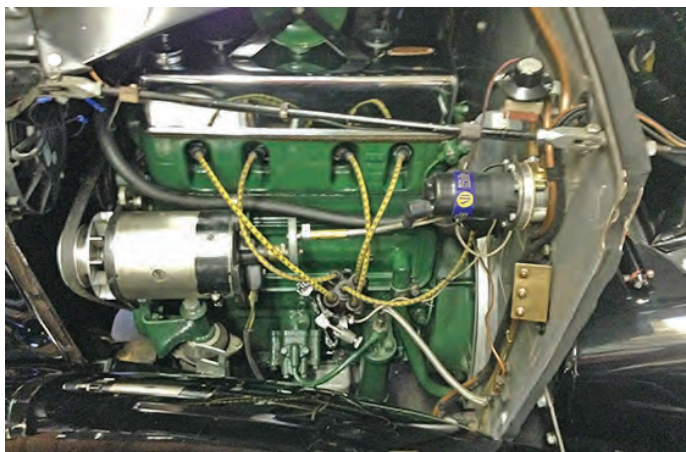
## 1937 MG VA

The drive shaft on the distributor had broken, and we weren't finding a replacement on a bank holiday Saturday in rural Scotland.

As an epilogue, last week my 1961 Morgan was hit from behind as I was stopped at a traffic light in Mount Pleasant, making this the third time in the past month that a club member has been hit from behind while driving a small British car. The Morgan didn't make out

as well as the VA and it will soon be in the shop for rehab. Thankfully, I also have three-point seat belts in the Morgan, otherwise I would have been propelled into the steering wheel and possibly the windscreen. If you don't have three-point seat belts in your British car, please consider installing them. Our local roads are getting more and more crowded, and the vehicles on the road are getting bigger and bigger, while it seems that driving skills are going the wrong direction. 🇬🇧

**John Scott**





## A FUNNY THING HAPPENED ON THE WAY TO THE CONCOURS

By Richard Fritz

**T**he Hilton Head Island Concours d'Elegance weekend had finally arrived. The British Car Club of Charleston had been waiting for this event all year. With the Club's participants selected for the Car Club Showcase on Saturday, a plan was devised to caravan to the event on Friday in recognition of the old adage about having strength in numbers. In this case it was to make sure we all got there safely and in one piece.

Millie Horton was 'assumed' into the role of caravan organizer, which she does so well. It was all supposed to begin at the Speedway on Highway 17 and Main Road on Johns Island at 11:00 AM or whenever she arrived. You see, Millie's MGA was rear-ended after the Club's British Car Show two-weeks earlier and she wasn't sure it would be delivered to her on time for the HHI event. But the car was delivered as promised and Millie did get to the Speedway, a little late, but there just the same to meet the others in the caravan.

The caravan was made up of Irene Breland with her '66 Morgan Plus 4, John Scott with his '37 MG VA Tourer, and Millie with her, fresh out of the body shop, '58 MGA. The caravan finally got on the road after a few minutes of playing "find-the-right-fuel-pump" for Millie's car. It was close to 11:30 AM when their rubber met the road, which becomes important to the next part of the story.

I was invited to join the caravan, but because of where I lived, it was easier to meet the caravan in Ravenel at the intersection of Highway 165 and 17. Millie and I agreed that I would meet them at Hardee's at 11:00 AM. Well, the place for me to meet them was easy, but the time and the place were the only elements of the caravan that I knew. I didn't know who was in the caravan, what cars were in the caravan, or how many cars were in the caravan. I wasn't even sure what car Millie would be driving because of the accident. On my way to Hardee's I texted Millie to let her know I was running a bit late and wouldn't make it to the meeting place until 11:15. I received a thumbs up from her.

When I arrived at Hardee's I parked at the exit for Hwy 17 so I could be ready to join the caravan when it arrived. It was approaching 11:30 and I had not seen or heard anything from Millie. I texted her again but got no reply. I was leaning on my car patiently watching for something that resembled a bunch of old cars tootling along, but not even a glimmer of chrome bumpers was to be seen. It was starting to get warm sitting in the sun, so I put my phone down on the hood of the car to remove my jacket. I opened the

door to toss my jacket in when I heard a horn honking. I looked up and caught a glimpse of a gray F-150 hauling a maroon and gray Bentley down the road. I thought, could it be Millie towing her car to Hilton Head? And why didn't she stop?

Well since we were now 40 minutes past meeting time, I jumped in the car and took off after the F-150 with Bentley in tow. My exit from Hardee's was much like the start of a Grand Prix race. Instant acceleration to a rarely driven speed. Seventy miles per hour was what the 60-year-old speedometer was showing, and over-drive was engaged before I hit 4th gear. I barreled down Hwy 17 trying to catch the pick-up, but it was doing at least 70 when it passed me.

I was about 10 miles down the road when I tried to call Millie. I pulled off the road to make the call. Where was my phone, I said to myself. It wasn't in my pocket, it wasn't in my jacket, it wasn't on the seat, it wasn't on the floor, it was nowhere to be found. After a few minutes of tearing my car apart, it dawned on me that I left my phone on the hood of the car at Hardee's. I sat my dumb-ass back in the car and tore off in the opposite direction to find my phone. I hit the pavement like a cop chasing a moving violator only this time I could easily be that person. My car was running like a champ at 75-80 mph without a hiccup. As I was blasting my way north, what do you think I saw going south on 17? It was the damn caravan. Irene's Morgan, John's MG AV, and Millie driving her green MGA on their way to Hilton Head. I had no way to contact them, so I said to myself, you've got to find your phone, and that's exactly what I was doing.

I got back to Hardee's with all sorts of ideas in my head about what I have to do if the phone is gone. I pulled into the parking lot and drove directly to where I was parked. I figured if the phone was still there it would have been run over by at least a half-dozen cars by now. I expected to find it broken beyond repair. As I got out of my car, I saw no sign of it. Then I thought it might have been found and brought inside Hardee's. But wait, as I glanced back to the exit, I saw a slight dip in the pavement and guess what, my phone was lying there, screen down, on the blacktop.

When I bent down to pick it up, I expected to see the screen shattered, but I was happy that I found it. To my surprise the phone was not damaged in any way. The phone was still on and showing a text message from Millie saying that they had left the gas station and would be at Hardee's soon.



## A FUNNY THING HAPPENED ON THE WAY TO THE CONCOURS (continued)

I got back in the car thinking I might be able to catch up to the caravan. So I took off down the track to catch the pack. I was topping speeds of 70 mph until I came up on the turn off to Beaufort where I knew I had to slow down. I continued to follow the directions to Hilton Head without seeing the caravan anywhere; however, there was a phone call that gave me hope.

Millie called me to say that the caravan had to make a pit stop at Parker's Kitchen for refreshment and a few leg stretching exercises. She said John Scott's MG had no brake lights and they were driving slowly with his car sandwiched between them. I told Millie that I would stop at Parker's to finish the drive with them but when I arrived they had already moved on.

The remainder of the trip was painfully slow. I had forgotten how the traffic and traffic lights in Hilton Head can compromise a quick trip to the grocery store, or anywhere else for that matter. I finally reached the hotel, parked, and checked-in hoping to find the caravaners sipping a cool

beverage at poolside but what do you know, I was the first to arrive.

It was 30 minutes or so later when I saw Millie in the lobby. We were glad to see each other and know everyone arrived safely. We didn't get into the adventures of the day but agreed to have a debriefing over dinner at a very nice Italian restaurant John Scott recommended. And by the end of a great meal and a few glasses of wine, we fully understood how a comedy of miscues made our trip to Hilton Head more than a simple afternoon drive to the beach.

Oh, by the way, the Concours d'Elegance Club Car Showcase was a great event. Irene and John won awards, Millie brought recognition to the women who drive British cars by organizing the "Women on the Move" Class of cars and owners. And I wore myself out by trying to spend some time with all the car owners to learn about them and their cars. It was one of the best car shows I attended this. 🇬🇧

**Richard Fritz, WizzzBANG Motors**

### WELCOME NEW MEMBERS

#### **Ralph Cozart**

1963 Triumph Herald Convertible

#### **Judy and Gary Heck**

1937 Lanchester Eleven, 1951 Riley RMD DHC,  
1954 MG TF, 1959 MGA Twin Cam,  
1960 Morgan Plus 4 DHC,  
1968 MGB, 2005 Morgan Aero 8

#### **Eric and Mandy Larson**

1971 Triumph Spitfire MK IV

#### **Joe and Gayle Olszyk**

1946 MG TC, 1951 MG TD, 1950 MG YA, 1961 MGA,  
1967 MGB, 1959 Austin Healey Bugeye Sprite,  
1972 Triumph TR6

#### **Jim and Jennifer Sattler**

2000 Jaguar XJR

*We Look Forward to Many Happy Miles Together!*

### CARS AT KIAWAH RIVER THANKS

While reading the November Windscreen, I reflected on the positive impact that BCCC and its members have had over the years on **Cars at Kiawah River (formerly Cars on Kiawah)**, an event I have been involved with since 2016. For example, five of our six Board/Planning Committee members are BCCC members; **Irene Breland, Dave Rosato, Millie Horton, Lauren Binard** and me. (It's high time Co-Chair **John Wilson** gets a LBC). British car enthusiasts **Gordon King, Don Wathne, Mike Grasso, and Natalie and Scott Bluestein** have been featured collectors. Many dozens of BCCC members have displayed your wonderful cars and been part of the volunteer crew.

When I moved to the Charleston area in 2014, I owned one little British car. Over the years that number grew to five. Clearly, BCCC's fault. The cars are great but, even better is the opportunity to meet interesting, talented, funny, eccentric and generous members.

There is absolutely no doubt that the show would not have succeeded without the support and enthusiasm from BCCC and its members. My sincere thanks and appreciation to BCCC for all it has done to support the show.

Cheers,

**Bruce Stemerman, Cars at Kiawah River Co-Chair**



## 2023 HILTON HEAD ISLAND CONCOURS d'ELEGANCE CAR CLUB SHOWCASE

Saturday, November 23, 2023



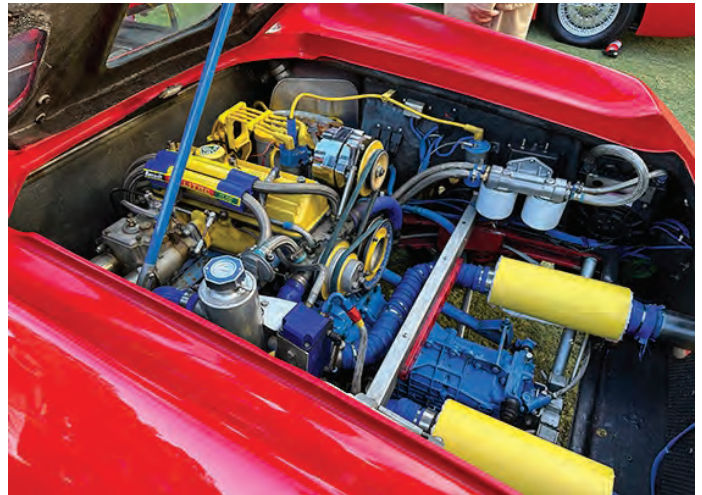


## 2023 HILTON HEAD ISLAND CONCOURS d'ELEGANCE CAR CLUB SHOWCASE (continued)



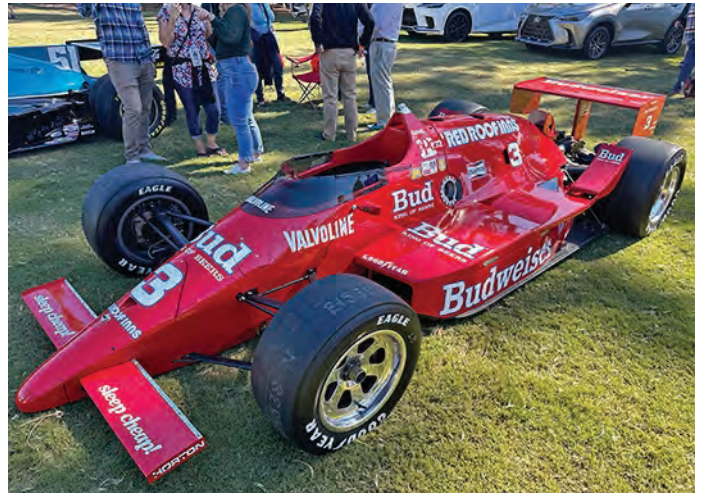


## 2023 HILTON HEAD ISLAND CONCOURS d'ELEGANCE CAR CLUB SHOWCASE (continued)





## 2023 HILTON HEAD ISLAND CONCOURS d'ELEGANCE CAR CLUB SHOWCASE (continued)



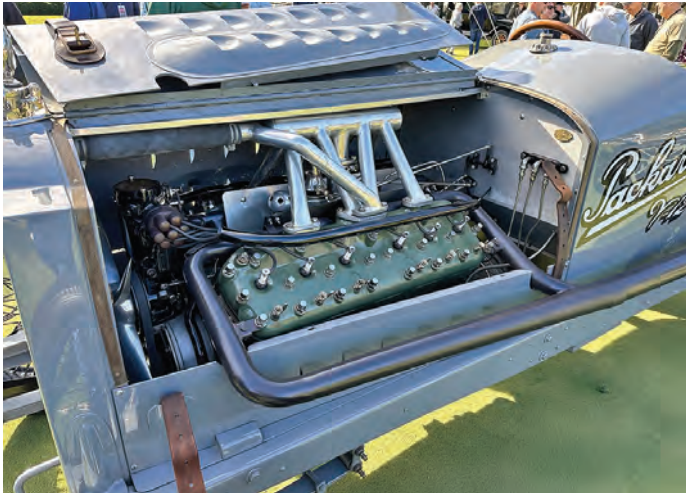


## 2023 HILTON HEAD ISLAND CONCOURS d'ELEGANCE CAR CLUB SHOWCASE (continued)





## 2023 HILTON HEAD ISLAND CONCOURS D'ELEGANCE CAR CLUB SHOWCASE (continued)





## 2023 HILTON HEAD ISLAND CONCOURS d'ELEGANCE CAR CLUB SHOWCASE

By Kevin Campo

I was looking forward to going to this year's **Car Club Showcase** event with my wife, Carol. We had not been on **Hilton Head** in many years and had never participated in the Showcase event. Our trip to the car club showcase began early Saturday morning in Mount Pleasant. We left home at 7am with the goal to arrive at the event right around opening time. The trip down was quick and uneventful and we pulled into the parking lot on Hilton Head right as the shuttles started.

If you have never been to the Car Club Showcase, it is a great event and well worth checking out. This year's event was blessed with perfect weather the entire day. We spent all morning and all afternoon checking out the cool cars on the golf course fairways. Time flew by as we barely made time to have a few snacks in the early afternoon.

Car clubs from all over the southeast put their mem-

bers best cars on display and the **Charleston British Car Club** was well represented. Some of the cars on display included **Morgans, Jags, TVRs, Tigers, Triumphs, Corvettes** and **Ferraris** among many other interesting cars to include an **original 289 Cobra**.

Our tickets also included admission to the **Aero Expo event** at the **Hilton Head Airport**, but we enjoyed checking out all the cars and vendors at the Showcase so much that we did not have any time left to check out the Aero Expo. After leaving the event, we were ready for dinner and ended up trying the **Skull Creek Dockside restaurant** which is located on the water overlooking the **Intracoastal Waterway**. Great food and a beautiful view. We can highly recommend it.

Overall, a great day and a fantastic event! 🇬🇧

**Kevin Campo**





## 10th Anniversary Rockabillaque Charleston Festival

November 18, 2023





## LBC TECH by Frank Wissman

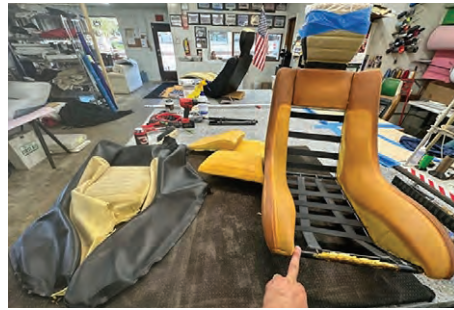
## Brent Varitz's 1979 Lotus Esprit Reupholstery



Photo Credit: Richard Fritz

**Brent Varitz's Lotus Esprit is the 1979 John Player Special (JPS) Edition** and has upholstery that is unique to this model, as far as I know. The car is pretty low-slung, so over the years the leather on the driver's left shoulder has worn and started to pull apart at the seams.

We went to a number of upholstery shops in South Carolina looking for someone who understood the cloth inserts can't be replaced, that the new leather has to be matched for both color and grain, and that preservation is the goal. Eventually we ended up agreeing that **Nordan & Foster** (<https://www.nordanfostercustomupholstery.com>) in **West Columbia** could do the job. This is a third-generation business that started in 1951, which is awesome. We dropped off the seats and crossed our fingers that the work would be done in time for **Cars at Kiawah River**. The shop owner, **Houston**, has a crew of about 6 at the shop, but he said he would work on this job himself, as he appreciates that it has to be done right the first time. **Houston** took a sincere interest in the



Seat tear-down showing original foam.



Checking width of new bolsters against the fabric insert.

project, keeping **Brent** appraised through texts and FaceTime. He did a great job of photo-documenting the entire process and sent **Brent** many pictures. Shown are a few that capture the process.

I couldn't go with **Brent** on the Wednesday before **Cars at Kiawah River** to pick up the seats, as I was up to my waist in details that went sideways on my car getting ready for the show. It was great that **Houston** kept on schedule, as there were some issues that were out of anyone's control that could have delayed the job, but he stayed on schedule! The cloth inserts had been cleaned a few weeks prior by **Palm Wash** and looked fine then, and **Houston** did his magic on them and look even better now. The leather is spot on

## Sewing and fitting of new leather:



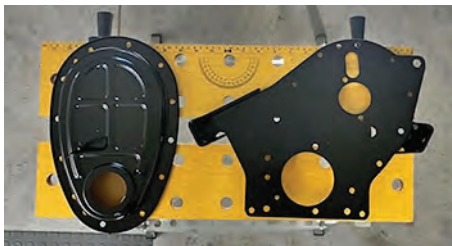
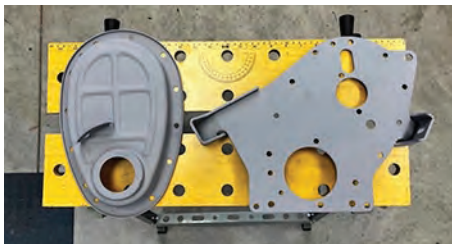
and should be good for another 40 years. I wish I went with **Brent** to pick them up, as the final price was "way" more than expected and some moral support and/or strong drink would have helped. 🇬🇧



## LBC TECH by Frank Wissman

Al Morgan's 1978 Midget  
Part II

While waiting for parts to arrive from vendors or come from the machine shop, we started cleaning the front cover and front plate for painting. Below are pictures after scraping off all of the gasket residue and wiping the parts down, then a shot after sandblasting, next the primer is applied and lastly the color coat.



More before and after pictures. The cylinder head wasn't in bad shape, and missing only 2 head and

3 manifold studs. Ah – the joy of getting an engine someone else took apart...



The usual solvent wipedowns and wire-brush cleaning were done getting ready for paint. Additionally, the valve stems and faces were cleaned up with a brass wire wheel, and the combustion chambers and all ports were cleaned with a steel wire wheel.



**Gene** kept us honest by making sure we checked the head for flatness, it was over 0.004" from true after only ~16,000 miles, so it was sent out for surfacing. The head gasket will thank us later. **Fisk Machine** did a great job of getting the head back, too.



**Al** did the lapping of all of the valves; and here he is, assembling his first cylinder head. Flawlessly, I might add.



The core plugs on the block were a bit of a challenge – most of them didn't fit. I mean they were over 0.010" too large, so we had to scrounge and re-order and try again until we had a set that fit. Even then, the 2" plug at the back of the block was difficult. The hole it goes into is 1.996", the steel cup versions we tried were 2.011" inches, and no one makes a brass 2" dome plug. Finally, a steel 2" dome was hammered in and sealed with Permatex 2-Ton epoxy. I used a heatgun to get the epoxy to flow like water into the seam before I hammered the center of the plug to seat it.



Next will be primer and color paint of the block, then a club tech session for the rotating assembly. 🇬🇧

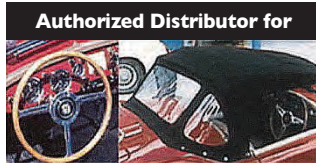


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## HAPPY BIRTHDAY For December

Niall Mays	1	Marina Scalia	12	Paul Brown	27
Lois Neal	1	Judy Wharen	13	Tommy Harken	27
Karl Muggenburg	2	Dennis Pieschke	14	David Rosato	27
Rich Feit	4	David Price	16	Janet Perrault	28
Dee Doniphan	4	Jerry Smeltzer	18	Janet Newham	29
Ian Purches	6	Bobby Joly	19	Tami Davies	31
Susay Saye	7	Albert Weston	20	James Tanton	31
Terry Murphy	8	Richard Oberzan	23	Ellen Harley	31
John Pohle	9	Denise Neal	23		
Kit Streets	12	Darren DeNett	24		



**FOR SALE**

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

**1977 MG Midget Mark IV, 1500** - Located in West Ashley. 42,000 miles, has a salvage title. Good driver condition, has been reliable transport for commuting to work, now retired, insured and



tagged, email with contact info to see. Past trophy winner for year range at Charleston AACA event. Drove in National Old Car Day parade downtown Charleston. Current Sunday Driver. GPS speed indicator (odometer not working). Will also share with purchaser the "secret" to keeping the carbs right. Asking **\$6,000**. Since it's a great runner, it's well worth the price. Negotiable with serious customer. In the West Ashley section of Charleston, SC.

Contact **Clay Owens** at [drclayowens@hotmail.com](mailto:drclayowens@hotmail.com) or **843-214-9026**.



**Moss Motors MGB Coil-Over Front Suspension Kit.**

Complete kit (used) that was installed on a **1965 MGB roadster**. The kit is complete, but would be very useful for parts, particularly the adjustable GAZ shocks that are fairly new. **\$350.00 for all** (replacement shocks would be more than that).



Contact **Jeff Adams** at [jmadams74@aol.com](mailto:jmadams74@aol.com)





**FOR SALE**

Visit [www.britishcarclubcharleston.com/ForSaleWanted.html](http://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](mailto:ferolvernon@gmail.com) Asking **\$14,000.00**





**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)



**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.



**A set of 4 painted 72 spoke 15 inch wire wheels** for sale. Contact Wayne Carver at [syldawayne888@gmail.com](mailto: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](mailto:caratd@sccoast.net) for complete details.



**DECEMBER 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 10am – 2pm <i>Chili Fly-In at the Holly Hill Airport</i>
3	4	5	6	7	8	9
10	11	12	13	14	15	16 10am – 11:30am <i>BCCC Monthly Meeting at Rutledge Cab Co. 9am – 11am Sea Islands Cars and Coffee</i>
17	18	19	20	21	22	23
24	25 <i>Christmas</i>	26	27	28	29	30
31	1	2	3	4	5	6

**Have a suggestion for a place you'd like to visit?**

Contact Mike Caristi at [caristikm@bellsouth.net](mailto:caristikm@bellsouth.net) or Gene Carter at [carter.genecarter@gmail.com](mailto:carter.genecarter@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
Millie Horton	Secretary		millie.horton2@gmail.com
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
Michael Caristi	Events Coordinator	(843) 513-0598	caristikm@bellsouth.net
Gene Carter	Events Coordinator	(360) 815-5388	carter.genecarter@gmail.com
Enrique Espinosa	Board Support Member	(843) 303-0948	espinosa.ricky@gmail.com
Irene Breland	Board Support Member		irenebreland@comcast.net

**TECHNICAL ADVISOR**

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

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

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

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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: \_\_\_\_\_