



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

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2022 BCD Class Winner 1959 Austin Healey Bugeye Sprite / Owner: Renee Jamison

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PREZ SEZ by Dave Rosato

Last Saturday we had a drive to **Beidler Forest**. I hardly ever put the top up on the **MGA** so it was a brisk drive, *34 degrees* when I left the house. By the time we arrive though, it was rather nice. We had six British cars and one, not so. I've been there before and have seen lots of wildlife. Not so much this time. I did get a picture of a turtle with my Sony with a 300mm lens.



After the almost 2 mile walk on the boardwalk, we drove to **Sweatman's BBQ**. The 12 of us had a nice lunch and a lot of fun.



We've been working on plans for **British Car Day**. Remember to save the date, **Saturday October 21st**. If you can get the day off of work, or if you are one of us retired folks, plan to enjoy the Friday prior to partake in some of the many activities we are planning. BCD will again be at **Palmetto Islands County Park**. The Friday events will be based at **Edisto Hall** at **James Island County Park**. Here are some pictures of the place.

www.britishcarclubcharleston.com

<https://www.britishcarclubcharleston.com/BritishCar-Day2023/Venue.html>

We have the hall from 9am to 11:30pm. We are waiting confirmation for another **Authentic British Tea** that was so popular last year. If you have some ideas for other events we can hold on Friday, please let me know. Last year our **Spotlight Marque** was the **Morgan**. Thanks to **John Scott** and **Irene Breland**, we had a great turnout with some very unique Morgans. This year John and Irene are working on this year's **Spotlight Marque**, the **MG**. 2023 is the **100th anniversary of the MG**. They are accumulating quite an assortment from pre-war to moderns MG's. If you know anyone who has a unique MG, please contact [John](#) or [Irene](#).

April 1st the **British Car Club Midlands Center** are hosting **Carolina British Classics XV**. This is always a fun and well attended event. Check our website for plans to caravan up along back roads. Be sure to register early. A link to download the registration form is on our website.

You have probably heard about the **Rodin exhibition** at **Brookgreen Gardens** in **Murrells Inlet**. The club is planning a drive and tour there on **February 18th**. Check the website as more details are coming soon. Even without the Rodin exhibit, **Brookgreen Gardens** is something to see if you haven't already.

And don't forget about **St. Patrick's Day Parade** on **March 17th**. The club has been participating for many years and the organizers have contacted the club to make sure we do again this year. So dress your LBC in green and plan to participate. Again, details are on our website.

On **March 25th**, the **Grand Strand British Car Club** is planning a rally. The rally will start and end in **Conway**. So, choose a keen-eyed copilot and join in the rally. It isn't a race. It is a 66-mile drive looking for clues to answer questions. The car with the most correct answers wins. Check our website for details. We will plan a caravan with a lunch afterwards.

We had our first **Tech Session** at **Andy Beall's** garage. We worked on **four cars simultaneously** with plenty of room to spare. We all had a great time and got a lot done. Andy was very appreciative in that this is exactly why he built the garage.

We will be having our **Monthly Meeting** at **Ireland's Own** in **West Ashley** once again. I think **Peter**

PREZ SEZ (continued)



Wild may have more surprises for us. We will discuss the upcoming events as well as British Car Day planning.

If you have participated in **Cars on Kiawah** in the past, you should have received an email regarding the date and venue and name change. The new



name is **Cars at Kiawah River** and the new venue is at the **Kiawah River Development** along the Kiawah River. The new website is www.carsatkiawahriver.com. If you haven't participated, let Irene, Millie or myself know and we'll add you to the mailing list. The **Spotlight Group** is the **Corvette** and the **Featured Collector** is **Natalie** and **Scott Bluestein**. Cars at Kiawah River is on **October 14th**, a week before our **British Car Day**. 🇬🇧

Safety Fast – Dave

VP'S CORNER by Bob Simons

Well, check the website frequently, lots of thing in play with our Club and others! If the weather has been confounding your opportunity to take your British ride out, start a little 're-commissioning check list'. Try and get in little test runs as you can, you're going to want to be ready!

Checking under the hood, just pulling cables can confirm chokes are moving freely, as well as throttle function. Don't forget dashpot oil! How's the tyre pressure? Wire wheels in particular tend to seep over time, some more than others. We have one with no discernable leak which, like a petulant child, just needs more attention than the others... How is the tread looking? Now might be a good window to get new rubber.

As always, it's never too early to prepare for our own **British Car Day**. This year we will be the week after the **Kiawah show**, which will be a week after the **Barber Vintage Weekend** (for the two wheel types), so those involved will be stretched thin. Anything that can be done sooner or with greater participation is better!

www.britishcarclubcharleston.com

Think of **Silent Auction** donations, commercial sponsors who might contribute to the 'swag' gift bags for participants, and, of course, what you might be able to assist with before during and after the show.

In the meantime, see you on the road! 🇬🇧

WELCOME NEW MEMBERS

Lauren Binard

1960 Austin Healey Bugeye Sprite

1990 Mini Rover

2005 Lotus Elise

Kyle Romanick

1968 MG Midget

1974 Lotus Europa

Pete Wilzbach

1967 Jaguar XKE/FHC

We Look Forward to Many Happy Miles Together!

BCCC JANUARY 2023 MEETING

by Irene Breland

The BCCC's first meeting of 2023 was held at **Ireland's Own Jager Haus Pub** on January 14th. Twenty-six members showed up on a very cold morning. A few brave souls even came top down!

Dave opened the meeting and asked for new members to introduce themselves. **Christian Adams** and his son, **Hampton**, are new members with a **1978 MGB**. Hampton loves being his dad's navigator. **Mark Durishan** introduced his new to him **1960 Bugeye Sprite**. He was looking and **Don Longenecker** was selling. Welcome all.

Membership renewal was discussed with 110 renewals at meeting time. If any questions on the status of your membership email, **Frank Neill** is our membership guy.

Next up was a discussion on the drive to **Audubon Beidler Forest Sanctuary** on Saturday the 28th of January. Dave discussed the options of meeting in Mt P or catching up on the backroads on the way. The time from Mt P was estimated at 1 ½ hours. Lunch at the famous **Sweatman BBQ** has been arranged.

A tour of **Historic Georgetown plantations and homes** was discussed for **April 1st**. Check the website for any updates or more information. The **Midlands British Car Club** is also having their show on **April 1st**. Our club has always had a nice turnout for this event and they in turn support our **BCD**.

Also, check the website for more information on this event.

Ale and Octane organizers are planning the **Charleston Concours May 12 -14** at the golf course at **Patriots Point**. They have some club display areas. BCCC is checking on availability and requirements on participation.

After years of providing one of the most popular events, **Harry Cramer** is retiring from doing his annual **Oyster Roast**. Dave and all present thanked him for his dedication to this event. We all agreed that it would be a hard act to follow. Dave asked for volunteers and suggestions to continue with the oyster roast. Several brave souls said they'd check into some possible places that could work for the event. Stay tuned and check the website.

Dave asked for other event ideas and to let [Millie](#) know what you come up with.

Dave went over some **tech sessions** and reminded members to check the website for details and updates.

BCD planning was discussed. **Palmetto Islands County Park** is the show site for 2023. The committee is reviewing classes and discussing a special display of **MG history** for the **100th anniversary of the marque**. The reception plans will be like the 2022 BCD but with a venue change.



BCCC JANUARY 2023 MEETING

(continued)

Dave then announced the date for **Cars at Kiawah River** (formerly **Cars on Kiawah**). The **October 14th** event will be held at **Kiawah River** on **Johns Island** off Betsey Kerrison Parkway. This beautiful new development has 2,000 acres on the Kiawah River with a hotel, spa and venue center along with a beautiful mix of homes. The **Featured Collector** this year is BCCC's own **Natalie** and **Scott Bluestein**. The show continues to display by country of origin with the Kids Display and a special Spotlight Group. Check

www.carsatkiawahriver.com for updates.

The meeting ended with a fun auction of a donated cleaning kit from **Parks Auto**. Our talented Auctioneer, **Peter Wild**, got the crowd battling over the kit and when bidding stalled his wife threw out another. It was looking like Peter would take the kit back home, for a sum over the value, until another bidder jumped in. All in all, it was lots of fun and a great way to close the meeting! 🇺🇸

Irene Breland



HAPPY BIRTHDAY For February

Melanie	Murray	4
Wayne	Colson	5
Claudette	Stick	5
April	Dillon	6
Ashley	Tanton	7
Janet	Smart	7
Lauren	Binard	10
Scott	Fleischman	13
Jackie Hall	Robinson	13
Dimitri	Pittas	14
Jo	Sherrill	15
Alex	Toline	17
Larry	Shinall	21
Carolyn	Goff	23
Barry	Neal	24



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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.

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Industrial Park.**

www.CharlestonImportAuto.com



*British Car Club
of Charleston*



THE 38TH ANNUAL BRITISH CAR DAY SATURDAY OCTOBER 21, 2023

PALMETTO ISLANDS COUNTY PARK, MT PLEASANT, SOUTH CAROLINA

CELEBRATING 100 YEARS



BCD HISTORIC DISPLAY

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

NEW SPONSORSHIP LEVELS AND BENEFITS NOW AVAILABLE

PREMIER SPONSOR: \$2,500 – 1 AVAILABLE

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

DIAMOND SPONSOR: \$1,750 – 3 AVAILABLE

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

GOLD SPONSOR: \$1,000 – 5 AVAILABLE

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

SILVER SPONSOR: \$500 – 10 AVAILABLE

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

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

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

SPECIAL FRIDAY PRE-EVENT RECEPTION DAY



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

For Sponsorship Application Form or for more information, please contact
Gary Brown at gary@britishcarclubcharleston.com.



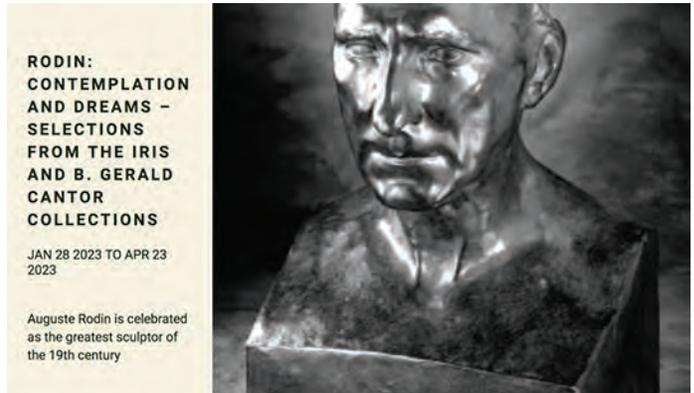
UPCOMING 2023 DRIVES AND EVENTS



**Saturday, Feb 18, 2023
Brookgreen Gardens Drive and Tour**

Join us for a drive to [Brookgreen Gardens](#) and a tour of the one of their latest exhibits, *Rodin: Contemplation and Dreams – Selections from the Iris and B. Gerald Cantor Collections.*

Details to follow about the drive and eating. 🍷



**Friday, March 17, 2023
Charleston's St Patrick's Day Parade**

Our club has once again been invited to participate in **Charleston's St. Patrick's Day Parade** being held on **Friday, March 17, 2023**. The day starts with an 8 am mass at **St. Patrick's Catholic Church**, followed by the parade at 10 am. The parade route will begin at St. Patrick's Catholic Church, at the corner of Radcliffe St. and Saint Philip St., continuing down King St. to Broad St. and ending at the **Cathedral of St. John the Baptist**.

The parade will include **fire trucks, military units, local team mascots, marching bands, fiddlers, dancers, and Charleston's Irish step dancers.** The best place to view the parade will be along the sidewalks on King St. Portable bathrooms will be available near the corner of Radcliffe and St. Philip.

After the parade, around 11:30 am, **Charleston City Hall** will raise **Ireland's Tri-Color flag**. After the flag raising, visitors can enjoy St. Paddy's specials at downtown restaurants, bars, and pubs.

Please let [Millie](#) know if you plan to participate. 🍷



COVER CAR STORY

1959 Austin Healey Bugeye Sprite
by Renee Jamison

It was March 2020, the month the world was shutting down due to the **COVID 19** outbreak. My husband and I were saving for a trip to Italy for later that year which we suspected wasn't going to happen. Instead, on March 27, the day I was furloughed from my corporate job with Marriott Hotels, we drove to Jupiter Florida to purchase my **1959 Austin Healey Bugeye Sprite** for \$6,000. The listing on **Hemmings** was for \$7,250 and read "Unfinished project, rust free California car now in Florida. The hard work has been done". If only that caption was accurate!

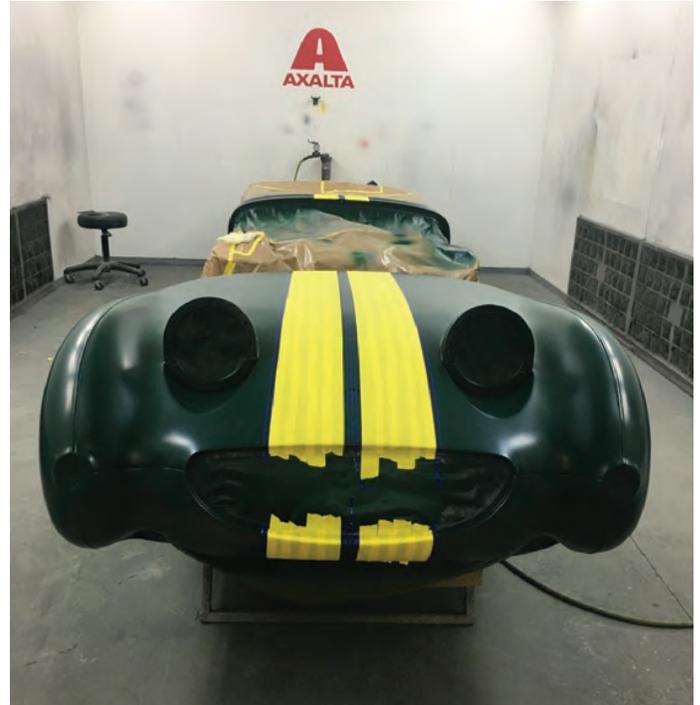
The irony of this car story is that my husband is a second-generation Corvette legend. Kerry's father established **Jamison's Custom Corvette** in **1969** and his life has been dedicated to the family business. So, the Corvette restorer is now involved deep into a complete restoration of the Bug Eye. The deal was



Renee worked along side her husband, Kerry, immediately diving into sanding the primer off the exterior of the entire car.



COVER CAR STORY *(continued)*
 1959 Austin Healey Bugeye Sprite



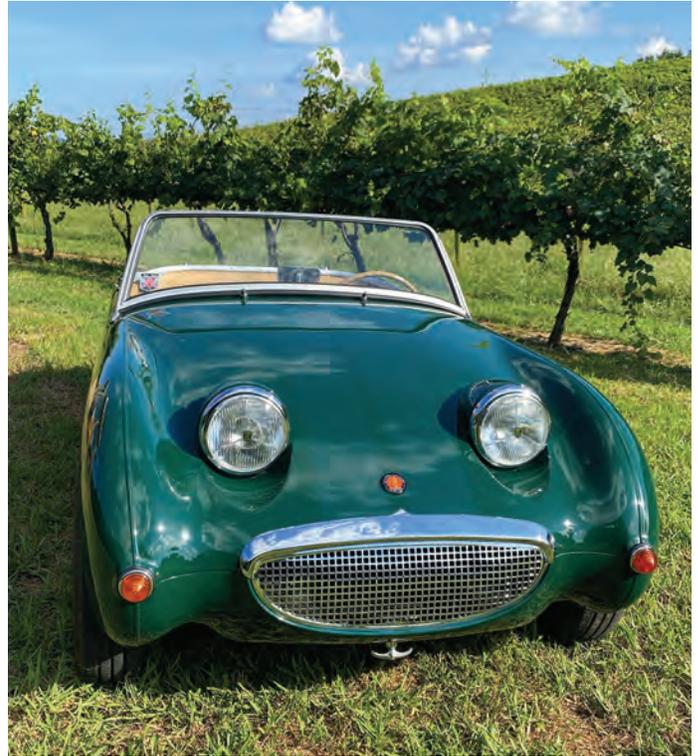
A few of our restoration highlights:

- Cut out brazed patch in left rear fender and welded in new section
- Removed forward flip hinges for bonnet and returned to original rear hinges and bonnet lock rod and handle
- Rewelded cracks in superstructure of bonnet from forward flip hinges
- Cut out and replace forward sections of damaged frame rails
- Straighten and reshape metal in bonnet
- Pull engine and transmission to replace rear crankshaft seal
- Bend new fuel line from tank to fuel pump
- All electrical wiring had been removed. Install all new wiring harness
- Sandblasted metal dash, sprayed with epoxy and recovered with vinyl
- Rebuilt brake system completely with disc brakes on the front
- Flushed fuel tank and coated internally with fuel tank sealer
- Replace windshield (twice)
- Replace front shock absorbers
- Paint car
- New biscuit colored interior, carpet, seats
- Restored gauges
- Rechromed grill and bumperettes

COVER CAR STORY *(continued)*

1959 Austin Healey Bugeye Sprite

that I would have to put the work in alongside him. Immediately, I dived into sanding the primer off the exterior of the entire car. Literally, doing this for the majority of the day to keep myself occupied during my unemployment. On the weekends, we would



tackle projects for the duration of approximately 15 months all of which was photo documented and blogged on Facebook. We have estimated 150 hours in the body work alone but it was worth it when you see the show quality paint in that classic British Racing Green color with a subtle blue pearl ghost racing stripe on the bonnet and boot. Once the restoration was close to completion, we joined the **British Car Club of Charleston** to fully immerse ourselves in the British car scene. Our goal was to build a car that we could drive around town and also load her into the enclosed trailer and take on vacations to the mountains and out of state car shows. Kerry has driven many sports cars over the years and he is always amazed how the Bug Eye gets so much attention from smiles to thumbs up. The car has been named **Midge** after the tv show *Marvelous Mrs. Maisel* and she has been quite the cheeky charmer.

Midge has been successful thus far in the car show circuit. Her first appearance was at **Cars on Kiawah 2021** receiving the "Ask the Woman Who Owns One" award which was a huge honor. That same month was the **British Car Day** on October 23, 2021 and we proudly represented with a **Best in Class** ribbon. Midge participated in the **Trident Tech Spring Spin Off** on April 23, 2022 and received two trophies (Top

COVER CAR STORY (continued)
1959 Austin Healey Bugeye Sprite

30 and the Leroy Elsworth award). A few months later on May 29, 2022, we were accepted in the **Sandhills Motoring Festival** in the village of Pinehurst, North Carolina, and surprisingly received the runner up sil-



BCD 2022 Best in Class Award winner.



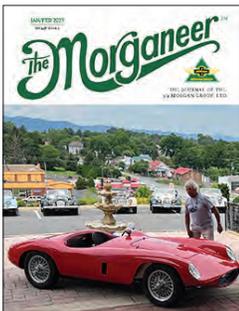
Receiving the runner up silver platter award for the micro car class at the Sandhills Motoring Festival in the village of Pinehurst, NC.

ver platter award for the micro car class. Midge also completed her first rally course that same weekend which was a rewarding and super fun experience.

The moral of the story is we rescued this sweet little car and brought her back to life, but in reality Midge saved me during a dark time. Little car, big smile. 🍀

Renee Jamison

BCCC Member John Bigler's Devin/ Morgan Project and *The Morganeer*



One of our BCCC club members has made a remarkable car. Years ago, **John Bigler** started with the idea of putting a **Devin** body on a **Morgan chassis** and it is an incredibly good build. There is a wonderful interview with John in the **Morgan 3/4 Group** newsletter, *The Morganeer*.

Thanks goes to **Morgan Malone** of the Morgan 3/4 Group for granting permission to include a copy of their newsletter via this link: https://www.britishcarclubcharleston.com/2023_JanFeb_Morganeer.pdf.

The issue opens with John's car on the cover and his interview starting on page 10, along with some history

of the car on page 13. I've been around Historic Racing cars for about 40 years, and what John has made is as close to a 'Special' built in 1960 as you will ever find. Very well done, John! 🍀 **Frank Wissman**



John's award winning Devin Morgan at BCD 2022.

Hallie Hill Animal Sanctuary Presents the 2nd Annual



Sunday, April 16th, 11am-3pm

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

This event is free to the public!

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

Proceeds benefit the animals of Hallie Hill Animal
Sanctuary. Learn more at HallieHill.com



SEA ISLAND CARS & COFFEE

Saturday, January 21, 2023



Frank Wissman's Ferrari Dino



Cool Ford truck



John Wilson, Frank Wissman, and Brent Varitz



Brent Varitz's Lotus Esprit



2017 Alfa Romeo

THE FRENCH CONNECTION

by Robert Morey

The bacon looks funny, not in a bad way, but I would never have guessed this is what bacon is supposed to look like here. Not half as distressing as yesterday when I overshot a turn and damaged the bumper on the **Elan**: just over 1000 miles zipping all over western France without incident and many years since any damage to any of my cars. I'm just short of tears, not that the damage is that bad. I'll likely fix it in less than 3 labor hours, but what hurts is that it happened at all ... I'm used to caring for people's cars and being trusted with a lot more expensive machinery!

Got to move on now; let me get over it by sharing the joyous fun we have had up until the bump ... Landing in **Paris** after the usual 30 hours without sleep, our Exotic car dealer friend (and multiple **Lotus Caterham** owner) picked us up at Charles De Gaulle airport after an hour standing still at customs! The French are not known for patience and began yelling at the officials at our gate and this brought the police. People began filming the situation with phones and it appeared things might escalate. Our dealer friend had arrived and texted me he was waiting. When, in an effort to speed up the process, an official called out for anyone not on a French passport to come to the newly opened line. Never before have I waved a document with such enthusiasm! We rushed through right to the window where the visibly bored customs official was literally holding the stamper up waiting for me to slide my passport under it! Looking behind me, I see Michele has been discovered as not having a US passport and redirected to a slow line but having passed hundreds of people. I just stood and watched until she was able to get through. Our baggage had long ago been making continuous turns on the belt at the baggage claim area; all those bags barely fit into Sebastian's **Mini Cooper** for the drive to **Evreux** where the **pretty yellow Elan** was gassed up and waiting! As expected, no amount of cramming things in all nooks and crannies could make the Elan digest that much stuff. Feeling good that 60% of the stuff did fit, and Sebastian would box and ship the rest of our stuff, we hit the road to **Le Mans**. Any intelligent person would have spent the night nearby and started again safely rested and alert, but no, driven by the excitement of the Elan and a great drive, we were off!

In a short while the rain came, light and cold. The heater works shockingly well in **Lotus Elans** so we were toasty for



a few hours drive to the track for the photo op! Gassing up was interesting as there were more options at the particular station we stopped at than the last time I gassed up a car in France. A quick text to Sebastian cleared it up and **98 octane E free** now translated and pumped, we headed west. Approaching the city of **Angers** (not like it sounds!), I saw the rain increase about the same time that fatigue made me feel unsafe. Michele had been sound asleep in the passenger seat and took over the remaining driving to **Saint Jean de Monts**. The adventures went smoothly for the next few weeks. Most of the time we were able to have the top down and to attend a few interesting automotive shop tours and a huge auto jumble for classic cars in **St. Nazaire!** Stay tuned: next we return to **Paris** for one of the best car shows in the world, **Retromobile!**

Robert Morey



LBC TECH by Frank Neill

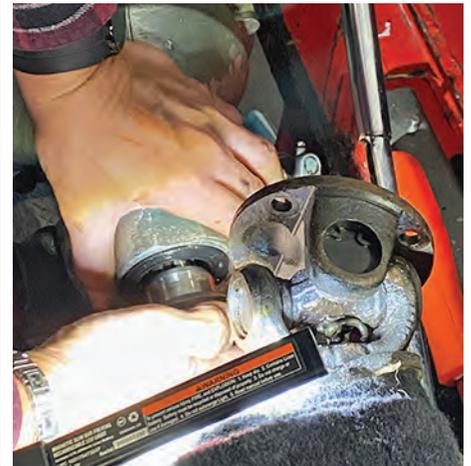
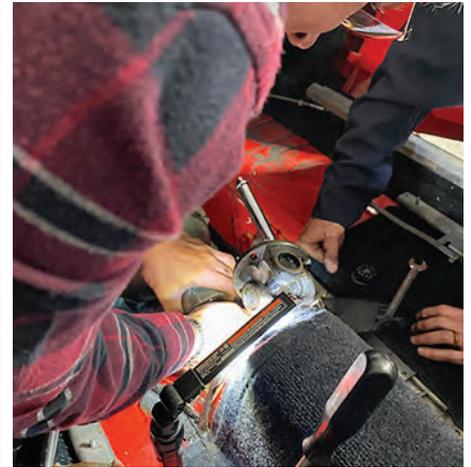
Frank Neill's 1967 Austin Healey 3000 BJ8 MK III

I mentioned to **Dave Rosato** that the transmission/overdrive in my **Austin Healey** had a serious leak. Think **Exxon Valdez** quantity. Now an oil leak on a Healey is pretty standard but this was also resulting in the overdrive failing when the shared reservoir for the transmission and overdrive got low. Well, Dave did some research and determined it was probably the seal and that we could replace it without pulling the transmission. It would require pulling the seats, carpets and removing the tunnel. So, on the tech day at **Andy Beall's** new garage on Johns Island, my Healey was included as one of the projects.

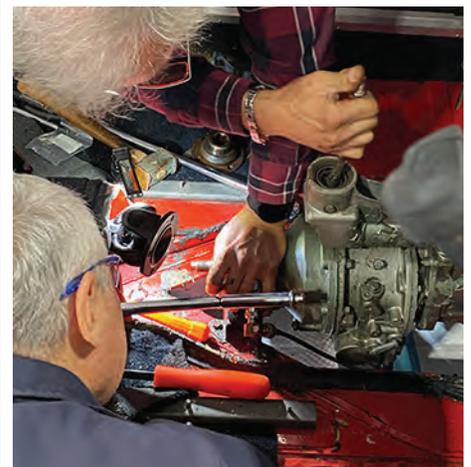
The seats and carpets were out in no time. I, and others, struggled for quite a while trying to remove fasteners that we later found out only held insulation to the tunnel and didn't need to be removed. Duh!



Anyway, with the transmission exposed we unbolted the driveshaft and, fortunately, it easily moved back out of the way. Dave had brought a 32mm socket that fit the nut to remove that and gain access to the coupling flange. All that came out nicely and with a new tool Dave had purchased from **Harbor Freight** the old seal was out. Checked the fit of the new \$2.59 seal, oiled it up and



put that in place. All good but now the coupling flange was resisting going back in place. Bring in **Frank Wissman** with a file, and a lot of



LBC TECH by Frank Neill

1967 Austin Healey 3000

(continued)

patience, and he got that reinstalled. Bolted everything up, put the interior back together and drove home.

The photo of the oil leak on the cardboard was the extent of the leak overnight. The photo of the puppy training pad was a week after the new seal was installed, confirming the repair was a success. Not a drop of oil!

Thank you **Dave Rosato, Tom**



Moschel, Gene Carter, Frank Wissman, and others who cranked wrenches on my car. And thanks



Andy, for letting us get a bunch of cars together in one day at your fantastic facility. 🇺🇸

BCCC REGALIA

You are now able to order merchandise with the BCCC logo directly from LAND'S END, as well other BCCC regalia from the [BCCC website](#)

We have beautiful enamel on 14k gold plated copper **BCCC Lapel Pins** for \$3.00 each. Circular pin measures 3/4" in diameter with military clutch. **Caps with the logo**, as well as **Visors** and one-size fits all **Driving Caps** with the logo on the back. **BCCC logo front license plates** are available, as well as **Key fobs**.

You can contact [Frank](#) for name badges.

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

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

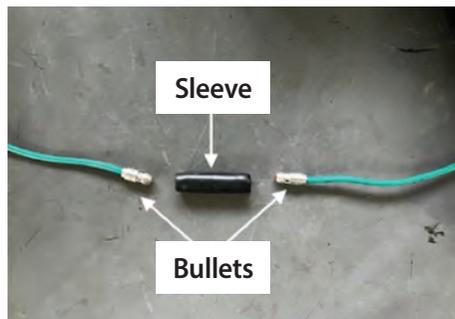
Point your camera at the QR Code to go directly to Land's End to order your BCCC SWAG or bookmark the page for later!!



TECH TIP by Frank Wissman

Wiring Maintenance

One of the most common issues seems to be some light isn't working – turn signal, brake light, side marker – and it's often an easy fix. What makes the wiring so easy to work on for many LBCs is they have a common wire connecting system, the Lucas bullet and sleeve, and in general they follow a standardized color code. Note that the sleeve is also known as a snap connector – same thing.

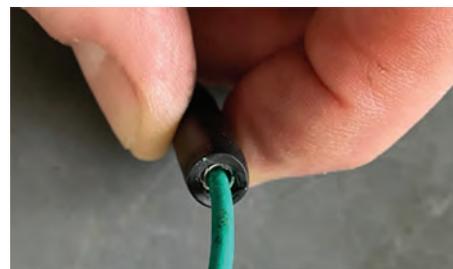


Don Durham's MGB had an intermittent left front side marker and a right

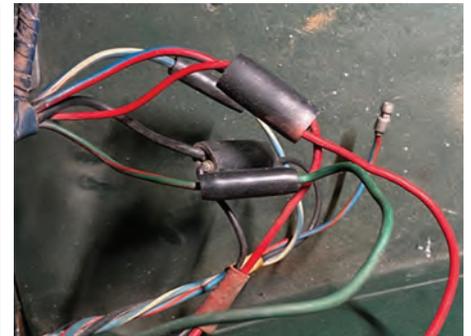
brake light that wouldn't illuminate. All it took was popping the bullets out of the sleeve, cleaning the bullets with a wire brush and re-assembling with a new sleeve. Be sure to disconnect only one sleeve at a time; if someone did a wiring repair and did not follow the color code, it's very easy to lose track of what wire goes where. In the example below, the blue with red tracer is being cleaned, the end of the upper blue with red is behind the double-sleeve connector for the red wires.



Snap Connector tool.



The bullet is pressed inside the sleeve.



On the MGB, the wires break out of the wiring loom in each corner for the lights; cleaning and re-installing all connections took less than 10 minutes a corner. Think of this as a preventive maintenance task, and I suggest that replacing sleeves be done during your first cycle of this PM, fresh sleeves should be good for at least a decade.

Fortunately, there are many vendors for wiring supplies, I've had nothing but great service from <https://www.british-wiring.com> for bullets, sleeves, wire, and tools. The Snap Connector tool from British Wiring might seem like overkill, but it's well worth it after you've pushed in a dozen or so sleeves using a small screwdriver.

Here is a good wiring color code reference: <https://www.mgexp.com/article/lucas-wiring-colour-guide.50> and I've made a table of this that's easy to print out (and have laminated): <https://www.britishcarclubcharleston.com/LucasColorCodes.pdf>

March 11, 2023 BCCC Oyster Roast and Monthly Club Meeting

We have just finalized this year's **Oyster Roast**. It is going to be held on **Saturday March 11th from 2 to 5pm**. It is going to be at **Brickyard Plantation in Mt Pleasant**. More details to come. 🍷



LBC TECH by Frank Wissman

Tom Meservey's Austin-Healey 1275 Engine Build Part II

Some eyebrows were raised at the first tech session about the condition of two of the front motor plate mounting holes. The threads were chased, but in reality, these threads are not good enough.



So, a couple of **Heli-Coils** were installed:



Thursday, 1/5

A quick, informal tech session was held, graciously **Gene Carter** and **Frank Neil** came over with essentially no notice. Things went smoothly once I found a misplaced gasket and figured out where I hid some of the

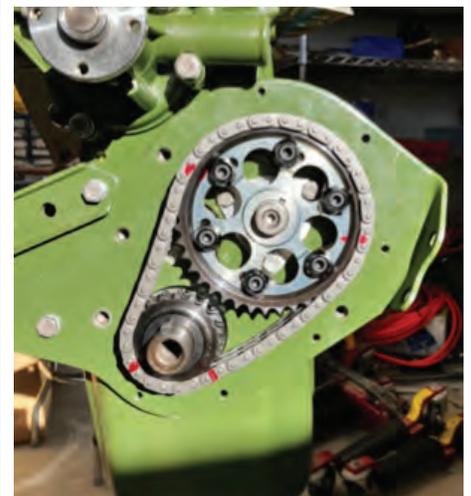
bolts. First we did a dry-fit of the front plate to be sure which bolts we will use, then it was dressing the gasket and installing the front plate. Next the oil pan fiber gaskets were dressed with sealer, and the corners where the fiber gasket meets the rubber saddle gaskets received a nice blob of black RTV. The oil pan dropped in place, which always feels good – sealing up the crankcase is a nice milestone.

The big goal for the day was to



time the cam to the crank. Normally, you simply align dots on the gears and you're done. As Tom has decided on a little more pep, he bought a Fast Road cam with a powerband from 1500 to 5500 RPM – it has about 10% more duration and 20% more lift than stock. To make the most of this, Tom supplied a kit that has an adjustable cam pulley, a fresh crank pulley, and a new double row chain. It's a great kit, except there are no timing dots on the gears to set the timing of the rotating assembly. No worries, because at **British Car Day** Tom found a **British Leyland Workshop Manual** that has a wonderful drawing that shows the cam and crank keyway orientation and the number of links between gears. It was straightforward to complete the initial cam timing, in spite of Gene's help by deliberately calling out the wrong number of links between the gears while I'm sliding the gears and chain on.

Here is where we called it a day, as I had to find the base for the dial indicator to accurately set the cam timing.



LBC TECH by Frank Wissman

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

Later

Now that I have two bases for the dial indicators (somewhere around here is a moving box with a base or two...) and extensions for a dial indicator to reach down 7 1/2" to touch the tappet, it's time to time the cam. Everything is set up, but the tappet doesn't seem to move when I rotate the engine – it's obvious the indicator on the piston is measuring correctly, but why can't I see motion on the tappet? And then it hits me – everything has viscous assembly lube on it, so the tappet goes up to its maximum height and stays there. For days, as it turns out. Another quick call to **Hap Waldrop at Acme Speed Shop** where I found out I needed to make a weight to load the pushrod enough to overcome the stickiness of the lube. OK, that and a quick positive stop fixture to locate TDC per the Isky cams website (<https://www.iskycams.com/cam-degreeting.html>)



and we are in business.

Tuesday, 1/24

Gene and Tom come over in the morning and we set the cam per **Newman Cam's** instructions, checking our work every step of the way. Sometimes more than twice, in fact. The repeatability of the setup was gratifying, as it was important for us to get this right because Tom went to the trouble and expense of getting a performance cam and a vernier cam

gear – no way would we stop early and say it was 'close enough'. Putting in the ARP head studs, dropping in the pushrods and mounting the head and rocker arm assembly was straightforward, believe it or not. Here's Gene presenting the rocker assembly to the head:



We realized that the new crankshaft pulley / dampener does not have a timing mark, which strikes me as odd. A quick search shows that **Speedwell Engineering** makes a kit based on the **1968 Works BMC Le Mans** timing pointer that moves the pointer & marks up to where you can actually see them, so we are on hold waiting for that to arrive. 🇬🇧

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LBC TECH by Frank Wissman

Dave Romanick's 1500 Spitfire Engine

It's Friday, so let's work on another engine.

Dave Romanick and Tom Meservey stopped by with Dave's Triumph Spitfire 1500cc engine in the bed of his pickup, which we promptly attached to the engine stand that Dave brought along, and then he wheeled it into the shop. Well, that's about as close to a catered event as I've ever had in my shop! The goal wasn't a full rebuild – it was 'let's do a quick tear-down and see what is broken' and keep as much as we can. Sumter - he pulled this engine out of the 71 and did a quick compression check at his place. It had pretty much 150 psi on all 4 cylinders, so it looks like there is something solid to work with.

We started with the easy stuff – pop

off the valve cover and look at the valve train. Not bad, all of the rockers are tired and a few tappets should be changed. Taking the head off revealed the bores

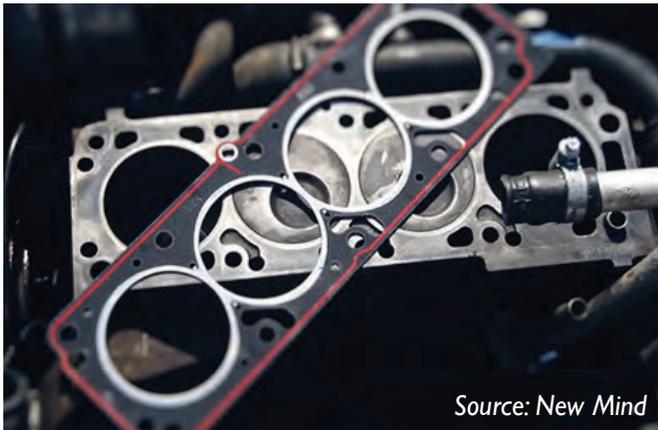


were good enough – the 150 psi compression check is real. We turned the engine over on the stand to take off the oil pan and started looking at the main bearings. Now, I've always changed bearings every time I get this deep in an engine, but these look like they might have seen 3,000 or 5,000 miles on them! No need to change them, which is very unexpected and very welcome. Same with the connecting rod bearings, so next we pulled a piston to see the rings. By now I'm telling myself that this had been rebuilt recently and someone simply skimped on the valve train – the piston & rings are great and everything else is fine to re-use. The only thing we didn't examine are the timing gears and chain, and that's because I don't have a 1 13/16" impact socket.

In the meantime, Dave will be checking the valves. 🛠️

HERE'S WHY HEAD GASKETS FAIL

Head gaskets deal with a lot more abuse than you might expect. It's a miracle they last as long as they do.



Source: New Mind

Head gasket failure is a common engine killer. Anyone who's spent hours wading through Craigslist ads for high-mileage Subarus and 4Runners knows it. A component we never think or talk about goes, and suddenly

there's a four-figure repair quote on the service manager's desk. It's infuriating, but after watching this [New Mind video](#) on the stress these gaskets are under, it's a lot easier to understand.

The video calls head gaskets the "most tortured part in an engine" and, after watching it, I'm convinced. While other components are under much more stress in certain ways – piston heads have to deal with higher heat, drive-train components have more mechanical stress – the head gasket is under every conceivable type of stress, constantly. It must withstand the extremely high clamping force of the head bolts without deforming too much, but still be ductile enough to effectively seal a rough surface. It has to deal with the thick sludge of cold oil and the high-pressure watery flow of hot oil, right alongside coolant flows. Those two fluids can never mix and both contain corrosive components, debris, or additive.

Learn how early automotive engineers tried to solve these problems. From the main innovations that have made them better over time and, finally to the modern multi-layered steel head gasket.

Mack Hogan, Road & Track Online



**You Can't Change Your Tyre With a Union Jack Road Rally
Start & Finish in Conway SC
Saturday March 25, 2023
Preregistration Required @
GrandStrandBritishCarClub.com**

Gather your best cars and drivers and join the Grand Strand British Car Club for a springtime road rally.

All makes, models, and clubs are welcome.

Entrants will traverse along a carefully curated 66 mile route through the scenic backroads of Horry County. Whether you're an experienced or novice team this drive is for you! This is not a race. Teams will determine the answers to questions and clues about specific things along the rally route. The team with the most correct answers wins.

You will have up to 3 hours or less to complete the route.

9AM DRIVERS MEETING

Route instructions & questions provided

930AM STARTING GRID & LAUNCH

115 PM FINISH LINE CHECK IN CLOSED

1PM-2PM LUNCH ON YOUR OWN

2PM DEBRIEFING & AWARDS

Part of the proceeds to benefit Advanced Diagnostics Institute, a local automotive education program that is training a new generation of mechanics and car aficionados.

FOR SALE

Visit 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



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.



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



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



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

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

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



The Program Includes:

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

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

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



Your Host: MG Classics of Jacksonville, Florida

Registration and Hotel Special Rates Open on November 15,

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



FEBRUARY 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 Groundhog Day	3	4
5	6	7	8	9	10	11 11am-12:30pm <i>BCCC Monthly Meeting - Ireland's Own</i> 3025 Ashley Town Center Dr, Charleston
12 Super Bowl	13	14 Valentine's Day	15	16	17	18 9am-11am <i>Sea Islands Cars and Coffee</i> <i>Brookgreen Gardens Drive and Tour</i>
19	20 9am-3pm <i>Tech Session</i>	21	22	23	24	25
26	27	28				

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

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WEBMASTER

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

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

IT'S EASY TO JOIN...

Just fill in and sign the application and send along with **\$35.00 for new member, \$30 for renewal**, to:

Frank Neill (BCCC)

2997 Sweetleaf Lane, Johns Island, SC 29455

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

Name: _____ Street:: _____ City:: _____

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

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

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

Membership name badge: \$13.00 each

Name on second badge : _____

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

Signature: _____ Printed Name: _____ Date: _____

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

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

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