



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

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2022 BCD Class Winner 1956 Austin Healey 100 BN-2 / Owner: Lewis Hay

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PREZ SEZ by Dave Rosato**HAPPY NEW YEAR TO ALL!**

2022 brought in a new, clean look to the Windscreen, thanks to **Gary Brown**. I love seeing more members providing content to the newsletter. If you have taken your LBC to a show or on an interesting drive, write it up and send it to Gary. We'd love to hear about it. We ended the year with **208 club members**. The year brought us **42 new members**. It is time to renew if you haven't already. If you joined the club after September 1st, you're all set. **98 members** have renewed so far. If you are not sure if you need to renew, log into our website and select VIEW MY INFORMATION. If the Expire Date is 1/1/2023 then you need to renew. If you select the icon to the far left, you will see the information in a list view. If anything needs to be updated, use the form to the right of that page to do so.

Last year was a big year for **Tech Sessions**. I was going to list them here until I started looking back. We had **37 Tech Sessions**. A large percentage of them were working on brakes and fuel systems. One set of sessions pushed our limits to a complete engine rebuild and a partial transmission rebuild. My drive in having the Tech Sessions is to build confidence in your LBC. I wouldn't hesitate to take my MGA on a 1,000-mile drive tomorrow, well maybe over the next few days. Your car may be telling you that there is a problem. A soft brake pedal, a rattle in the front end, the clutch engaging at a different place when pressing it, a noise when you press the clutch, a thump when turning left or right or a tapping sound coming from the engine are all signs of a possible problem. When I restored my MGA 12 years ago, every piece of rubber was replaced. This past summer I started hearing a rattle from the front end only when going over small bumps. I put the car on the lift to find that the sway bar rubber bushings had hardened and parts were missing causing the sway bar to hit the frame. While under there I also noticed the steering arm bushings were rotted. I replaced them. So, listen to your car for changes in its sound. If you hear something, bring it to a Tech Session and we'll check it out. The only cost of a Tech Session on

your car is the cost of any parts needed. Many of the Tech Sessions have been documented on the website or *The Windscreen*. I recently added all the *Windscreen* write-ups to the website, check it out.

<https://www.britishcarclubcharleston.com/Tech-Sessions/TechSessions.php>

Millie Horton did a wonderful job last year setting up many club events for 2022.

January	Visit the Hunley
February	Hopsewee Plantation Lunch
March	Fly-In at the Mt. Pleasant Regional Airport
March	Harry Cramer Oyster Roast
April	Mepkin Abbey drive/lunch
May	Gravestone Preservation Project at Strawberry Chapel
July	Drive-In Movie
September	Firefly Distillery tour/CODfather dinner
October	Blue Ridge Mountain Drive
October	Drive to Edisto Beach for lunch at Waterfront Restaurant
October	British Car Day

You can check out a write-up on each by viewing *The Windscreen* from the website for the month after the event. We're looking forward to many new events and drives this year. If you have any suggestions, please contact Millie.

It is sad to say that we lost two club members last month.

Bill King passed on December 15th. Our condolences go to his wife **Diane Rowan**. Bill had many British and German cars over the years, the latest being his **2008 Mini Cooper S**. Bill was **Emcee for British Car Day 2021**. We will miss him.

Charles Curnick passed away on Christmas eve after 18 months of suffering. Our condolences go to **Alice**. Charles and Alice has a **2006 Mini Cooper S Convertible**. We will miss Charles. 🇬🇧

Safety Fast – Dave

PREZ SEZ (continued)



Bill King passed on December 15th. Bill was Emcee for British Car Day 2021.



Charles Curnick passed on December 24th. A message from Alice Curnick read "Charles official obituary can be found at <https://www.mcalister-smith.com>. Wish his health had been better over the last few years. He wanted to do more with the club but didn't have the energy. Hopefully, I will be able to rejoin the BCCC activities this spring."

VP'S CORNER by Bob Simons

Well, as the year winds to an end it's natural to reflect on change, and as Charleston warmed up from the final freeze of 2022 I found myself walking past Longitude lane. There was a big sign saying "no vehicular traffic", and a large granite post in the middle of the lane. Back when I was newly licensed and MGBs were new on the lot, it was possible to drive down the lane, which I did frequently.

As a side note, when my brother went off to boarding school, Dad told him not to break the rules, but if they didn't make up new rules for something he'd done, then he wasn't making full use of his opportunity. Similarly, I may have had some influence in the change at Longitude lane, but in my defense, there was no speed limit posted (it was too narrow).

These days I have to be more careful, it's too easy to get recognized. Recently I was enjoying a cool beverage at a local beer garden and a young couple approached - "Hey, is that your old Volvo?" While not admitting to the old part, I admitted that it probably was. The young man remarked that he recognized me from his morning commute, particularly because sometimes I was in an MGB, which he liked seeing. I

couldn't quite talk him into getting one of his own, but the seeds are planted...

I have enjoyed driving since I got my permit, and I don't see that changing, even if nowadays I have to be more circumspect. 2023 is already shaping up with lots of reasons to exercise your British Iron, so be involved, share ideas with club officers (or become one), and I'll still look for you on the road! 🇬🇧

WELCOME NEW MEMBERS

Christian Adams
1978 MGB 2C

Mark Durishan
1960 Austin-Healey Bugeye Sprite

Brian Lanahan
1960 MGA

Jackie Hall Robinson and Tyler Robinson
1952 Austin Champ Jeep
1997 Lotus Esprit

We Look Forward to Many Happy Miles Together!

2022 CLUB FINANCIAL SUMMARY by Dave Rosato

OPENING BALANCE 1/1/2021		\$ 13,011.33	
2022 INCOME	New Member dues	\$ 1,706.00	1,706.00
	Member renewal dues	\$ 3,421.00	3,421.00
	Regalia	\$ 56.00	56.00
	Club Badges	\$ -	-
BCD 2022	Cash day of show	\$ 1,617.00	
	Charges day of show	\$ 1,898.00	
	Registration	\$ 9,565.10	13,080.10
	Bank Interest	\$ 1.56	1.56
		TOTAL INCOME	\$ 18,264.66
2022 EXPENSES			
BCD 2022	Palmetto Islands Co. Park for 2022	\$ 900.00	
	Charleston Tea Garden	\$ 191.10	
	McLeod Tour	\$ 780.00	
	British Tea	\$ 2,707.88	
	Shirts	\$ 1,172.27	
	Bags	\$ 360.08	
	Dash Plaques	\$ 194.95	
	Trophies/Ribbons	\$ 697.97	
	Printing	\$ 430.61	
	Printing/Posters 7/29/2022	\$ 310.65	
	Printing/BCD Signage	\$ 770.01	
	Miscellaneous Supplies	\$ 94.97	
	Reception		
	McLeod Plantation	\$ 1,050.00	
	Deserts	\$ 160.11	
	Top Shelf	\$ 2,603.00	
	Top Shelf	\$ 2,752.40	
	Firewood	\$ 120.00	15,296.00
BCD 2023	Palmetto Islands Co. Park for 2023/Prepaid	\$ 1,000.00	1,000.00
Admin and Misc	Club Badges 9/8/2022	\$ 588.00	
	Business Expenses	\$ 1,122.85	1,710.85
Events	Oyster Roast	\$ 850.00	
	Other	\$ 2,093.87	2,943.87
		TOTAL EXPENSES	\$ 20,950.72
CLOSING BALANCE 12/31/2021			\$ 10,325.27
ACCOUNT BALANCES	Checking	\$ 10,259.17	
	Savings	\$ 219.88	
	PayPal	\$ -	
	Credit Card	\$ (153.78)	Outstanding balance
		TOTAL CASH ON HAND	\$ 10,325.27

Mid-year, we lost the club treasurer, **Gerry Odenbach**. He moved to Florida to be closer to family. I took over the task for the rest of the year. But I'm glad to say that **Ken Smith** has volunteered for the position.

Above is a financial report for the club for 2022. We had a very successful **British Car Day**. We received many compliments on the show, the **British Tea**, the drive to **Charleston Tea Garden** and the **McLeod Plantation tour**. The Spotlight Marque, the **Morgan**, attracted many very unique Morgans. You can see from the report that BCD was the most costly so far, \$15,296. You can also see that \$13,080 was brought

in, resulting in our highest loss of \$2216. In 2016 we did have a loss of \$2073. The major reason for this was the reception. Tables and linen had to be rented this year, coming to \$1007, and the food cost, like everything else lately, had a significant increase, \$1300 over 2021. The British Tea turned out to be an unanticipated success. Our cost was \$55 per person which we passed on. We weren't sure if we would hit the minimum of 15 people but instead, we hit the maximum of 40. With the added people, more servers were needed, increasing our cost by \$508. We are making changes for 2023 which will help manage BCD costs. I'll discuss those in the next Windscreen. – **Dave**

BCCC DECEMBER 2022 MEETING

by Irene Breland

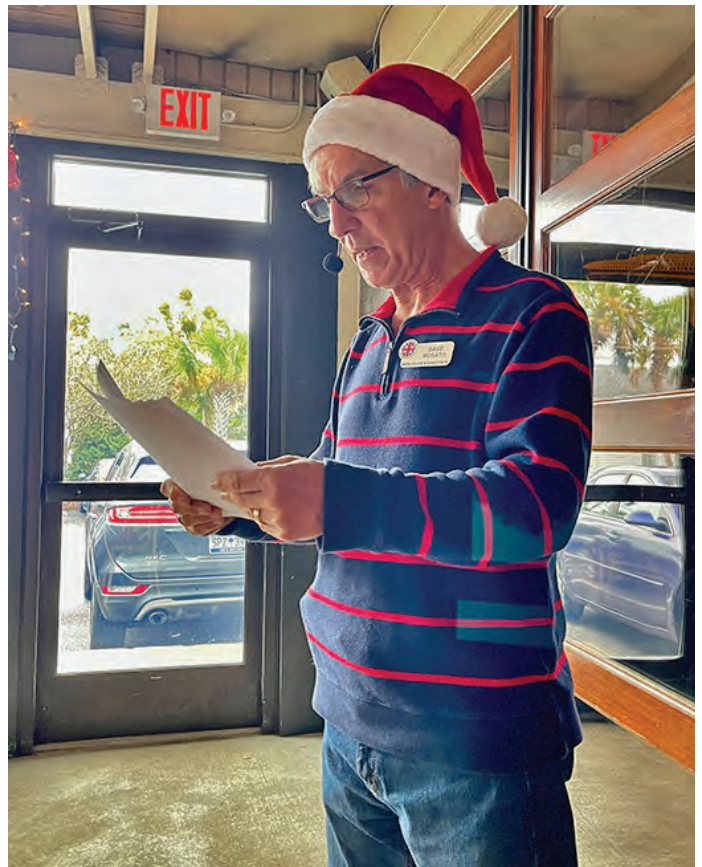
The BCCC's final meeting of 2022 was held at **Rutledge Cab Restaurant** on December 10th. Thirty-eight members showed up with many toys for **Toys for Tots**. There were a lot of toy cars with several being British marques!

Dave opened the meeting and let all know that the

toys would be loaded in **Millie's** car for delivery to a Toys for Tots drop off on John's Island.

BCCC renewals are going well with a few folks paying twice. Refunds for a duplicate payment can be made by getting in touch with **Dave** or **Frank**.

Dave then discussed the results of the **2022 BCD**.



BCCC DECEMBER 2022 MEETING *(continued)*

142 Cars Registered
40 Attended British Tea

155 registered for the **Welcome Reception** with 111 showing up. **BCCC** paid for 150 folks so changes to the registration fee structure may be needed for 2023. The reception venue was \$1050 with caterer costing over \$4000. (see page 4 for 2022 financials)



The **Spotlight Marque** for 2022 was **Morgan**. The fields were alive with 16 unique Morgans that wowed participants and spectators alike. BCD lost 4 others to illness, unexpected repairs (yes these are British cars) and storm issues in Florida.

23 Cars made the drive to **Charleston Tea Garden**
67 Attended the **McLeod Plantation** tour



Thirty-eight members showed up with many toys for Toys for Tots.

BCCC DECEMBER 2022 MEETING
(continued)

The **2023 BCD show** will once again be at **Palmetto Islands County Park**. A venue has not been selected for the **Welcome Reception**. Several sites are being investigated but many of the reasonable (but still costly) venues are already booked. Lots of work ahead and many volunteers will be needed to produce another incredible BCD in 2023.

Ken Smith has been selected to be the new **BCCC Treasurer**.

Next up was a recap of **tech sessions**. Dave reminded everyone to check the **website** for tech session info and to contact him if you needed one on your LBC.

Dave reminded everyone that the **Mt Pleasant Christmas parade** was the next day and to contact **Wray Lemke** if going. It's a nighttime parade with all cars needing to be decorated with lights. Wray is willing to help if needed to light up your LBC! (see page 12 for photos)

Last thing was getting a head count for those car-avanning to **Andy Beall's new garage** for a tour of the space. (see photos below)

The meeting was adjourned to the parking lot for pictures with the Toys for Tots loaded car. 🇬🇧

Irene Breland



Join Us for a Drive to Audubon's Beidler Forest Sanctuary

by Millie Horton

Audubon Beidler Forest Sanctuary 336 Sanctuary Rd, Harleyville, SC

Date: Saturday, January 28th, 2023

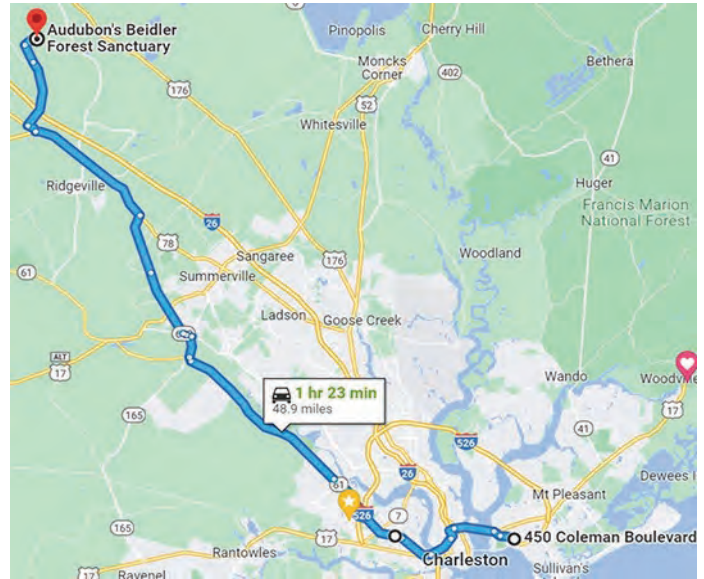
Activity: Explore the 1.7 mile boardwalk through the swamp + 2 miles of grassland woodland trails

Food: After we will have lunch at **Sweatman's BBQ**

Purchase Tickets: You may [register online](#) ahead of the day (Adults \$12) or you may buy your ticket when you arrive. If buying online, it doesn't matter whether you select 9 AM or 12:30PM

Route: Obviously, members will be approaching this drive from different points, but there is a backroads route shown on the map at right. There will also be a meet-up point at **Ashley River Park** for those in the **Summerville area**.

Visit the BCCC website at <https://www.britishcarclub-charleston.com/BeidlerForestDrive.html> for up-to-date information.



Timeline:

- Leave Wray's garage in Mt Pleasant: **9 am**
- Leave Ashley River Park in Summerville: **10 am**
- Arrive Beidler Forest: **10:45 am**
- View the boardwalk/swamp walk and **leave at 12 noon** (people buy tickets online ahead of time to allow for optimum viewing time)
- Arrive Sweatman's: **1 pm**

Contact: Millie Horton at millie.horton2@gmail.com or call 843-367-7250.

NEW HEALEY BY CATON STARTS AT \$421,000 – PLUS DONOR CAR

Launched in 1952, the **Austin-Healey 100** heralded a golden age for British sports cars. While America gorged on chrome and tail fins, Brits got their kicks in affordable roadsters such as the **Healey, MGA, Triumph TR2** and **Lotus 7**. These traditional cars distilled driving to the basics, with a stick shift, rear-wheel drive and just enough power to have fun.

A modern take on the "**Healey Hundred**"—named after its ability to reach 100 mph—needs to strike a delicate balance, then. Shoehorning in a V-8, widening the track or fitting rubber-band tires would miss the point. Perhaps that's why aspiring luxury brand **Caton** describes this car as a "reincarnation" instead of a restomod.

Unlike the original, however, Caton's version starts at \$421,000, plus taxes and the cost of a donor car. For



that kind of outlay, you could buy a fully restored 100/4 BN1 and a brand-new supercar on the side. Nonetheless, if you want something bespoke, the great British sports car elevated to an objet d'art, there is nothing quite like the Healey by Caton.

Visit <https://robbreport.com/tag/caton/> for more.

COVER CAR STORY

1956 Austin Healey 100 BN-2

This is my 3rd **Healey 100** (all red); the other two were BN-1 models from an earlier life.

I found the first when I was in college. At that time, the Navy Base was still going strong and Rivers Avenue was a ten-mile stretch of bars, strip joints and used car dealers, all catering to the sailors. A local boy should have known better, but I went a'hunting and came up with a pretty good '55 **Healey BN-1**. \$400 cash. After about three weeks, the "dealer" still could not produce the title, top or side curtains. This did not suit my Dad so, he accompanied me to a "meeting" with the seller, resulting in an even swap for a '57 **small-mouth TR-3**, complete with title and top. (Still no side curtains, but what did I care—it was summertime.) I drove that TR

for quite a while, and it was probably 40 years later that I realized that as a callow 20-year old, I had owned and enjoyed two iconic British sports cars in the space of one month. All for \$400, most of which I got back when I sold the TR.

The next adventure was about twenty years later. I had an **MG TD** as a daily driver and since that clearly indicated that I was crazy, a friend told me about a long-parked Healey. I bit (another \$400) and a few months later, after some mechanical work and a paint job, it was on the road. I then owned two 20 year old high-mileage British sports cars and therefore was able to make it to work—most days. I remember this one as fairly dependable, with one very distracting feature: the previous owner had rewired the car and, being a parsimonious sort, had purchased one big spool of #12 wire (red) to do the job. Real fun to chase Lucas gremlins with that set-up!



PHOTOGRAPHY BY
CHRISTOPHER CROSS

Lewis Hay's 1956 Austin Healey 100 BN-2 at Cars On Kiawah in 2017.

COVER CAR STORY *(continued)*

1956 Austin Healey 100 BN-2

I sold that one in the early '70's and managed to keep my hands in my pockets for another 20 years. (I wasn't completely cured, of course. During that time I "experienced" a couple of **BMW's**, a **Jag Mark IX**, even a **Maserati 3500**. Another story.) About 1992 a customer/friend and I were talking cars and he asked if I was looking for anything particular. I had to admit I still liked the idea of an early Healey; he immediately said he had one (not for sale.) Over the course of several months, the story came out. The car was originally delivered to a US base in Germany and brought back to California where my friend bought it from the original owner. He drove it back and forth cross country while he was in the Marines, then parked it in his (dirt-floor) truck shop when he went in business in Columbia. Actually, he was hiding it from his wife. There it has sat for about 20 years. He called me one day and said he had too many projects and was "going to let me have it." Boy, did he ever! I paid a bit more than \$400 for it, but times have changed, right? By the time I got it home, the rotten frame had sagged so much that the doors would not open. The rest was just as bad, but it was all original and complete. From '92 to 2012 I picked at it as time and budget would allow; it surfaced briefly in 2005 for the **BCCC show on Marion Square** where it was awarded **First Place in "Diamond in the Rough"**—I think that means "worst car on the field". In about 2013, I decided it was "do or die" and went to work in earnest.



With the help of many, many friends over the next few years, it was brought back to life. I never restored either the soft top or the (rare) fiberglass hard top; I can barely get in and out with the top down! Besides, it's a sports car, right?

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Painting in progress.

At a rainy **Southeastern Classic Austin Healey gathering** about 2015, I had the pleasure of spending the morning under a tent with **Gerry Coker**—**designer of the Austin-Healey 100 and Sprite**. After several hours of discussion, I decided to present my car the way he said he envisioned it: no front bumper, bumperettes (later used on the Sprite) on the rear. Mr. Coker also blessed my plan to make the car my own—he said "*make it safer, faster and more reliable—we would have used those bits if we could have found them.*" Those bits include front disc brakes, 60 spoke wheels, Toyota 5-speed transmission, lightened flywheel and a much stronger engine. What a wonderful, understanding guy to let me do that to "his" car!



Austin-Healey designer Gerry Coker signing the dash.

The car is driven regularly and shown locally and regionally. Most gratifying awards are **Best Healey 100** at the **AH Southeastern in Little Switzerland** and **Best British at the Kiawah show in 2021**. 🇬🇧

Lewis Hay

SEA ISLAND CARS & COFFEE
Saturday, December 17, 2022



Robert New's Topolino



Will and Lois MacPhees' 2020 1499 GT Mini



Ken Smith's Jaguar (with new tires)



An MG RV8 recently imported from Japan



MG RV8 Interior (note RHD)

MT PLEASANT CHRISTMAS PARADE

Sunday, December 11, 2022



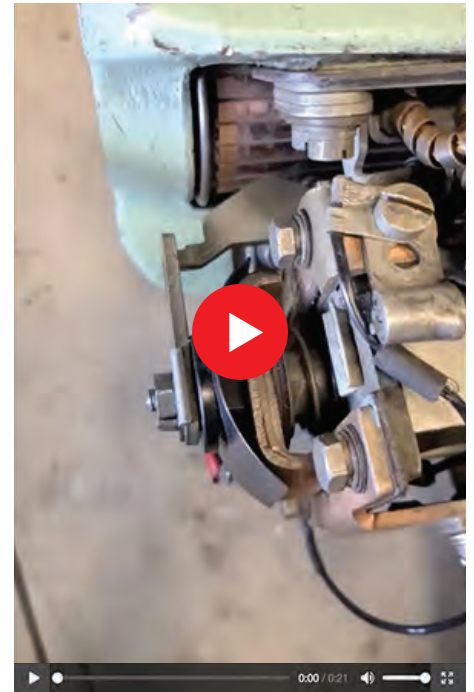
MT PLEASANT CHRISTMAS PARADE

Sunday, December 11, 2022



LBC TECH by Dave Rosato

Bill Hall's 1952 Austin Champ Starter



Bill Hall, founder of **Charleston Tea Plantation**, now **Charleston Tea Garden**, passed away in February 2022. His **Lotus** and **Austin Champ** were passed to his daughter Jackie. The club was interested in getting the two cars at **2022 British Car Day**. The rear wheels of the Champ were locked, the brakes didn't work and the starter didn't work. The club freed up the wheels and bled the brakes. The starter was a bigger challenge. The Champ has a 24 Volt system. Everything about the Champ is heavy duty. It has a **four cylinder Rolls-Royce engine** and can be driven totally submerged.

We don't know much of the history of the starter other than it was brought to a local shop to be checked out before we looked at it. Since the starter did operate when Bill drove the vehicle, we assumed that the starter was assembled correctly. This turned out to be a poor assumption. There were several electrical connectors that had poor connections with the wires. **Frank**

Wissman fixed those connections. We also noticed that a buss bar wasn't even connected to a terminal. We also noticed that one of the screw terminals was not tight. Even after fixing these issues, the starter still would not operate properly.

In our attempt to resolve the problem, a slow-motion video of the back end of the Austin Champ starter was made.

The video shows trying to run the starter twice. In real time, each operation takes less than a second.

So, it was impossible to see what was actually going on. (Figures 2 through 6 are snapshots from the slow-motion video.) Turn your sound on, much more dramatic!

From this video, it was determined that the solenoid loses power because the negative wire was going to the incorrect terminal.

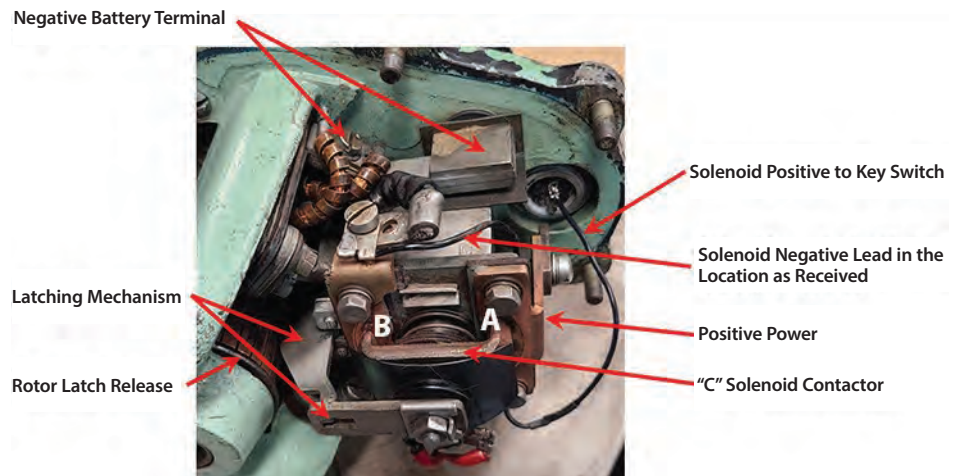


Figure 1. Austin Champ Starter Components.

LBC TECH by Dave Rosato

Bill Hall's 1952 Austin Champ Starter

(continued)

Figure 2 shows the mechanism at the start. In Figure 3, connection **A** (in Figure 1) makes a connection. Solenoid engaged, looking good. In Figure 4, the rotor moved forward releasing the latch, looking good. This makes the electrical connection at **B** (in Figure 1). This gets the rotor spinning. But then, in Figure 5, what happened? The solenoid lost power, releasing the latch, stopping the rotor from spinning. With **B** making the electrical connection, the negative side of the solenoid goes to +24 Volts, turning it off. And in Figure 6, since the solenoid loses power, the connection at **B** opens therefore the solenoid is powered again – but doesn't get by the latch

so the motor doesn't spin!
For the starter to operate properly,

the negative of the solenoid should always be at -24 Volts. Therefore, it



Figure 2

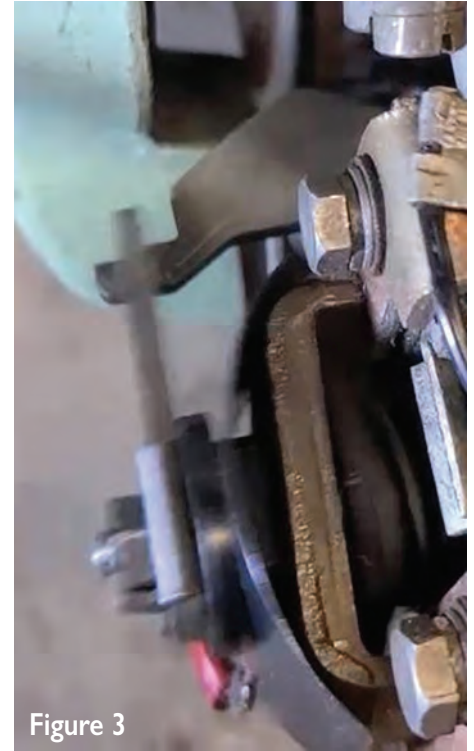


Figure 3



Figure 4



Figure 5

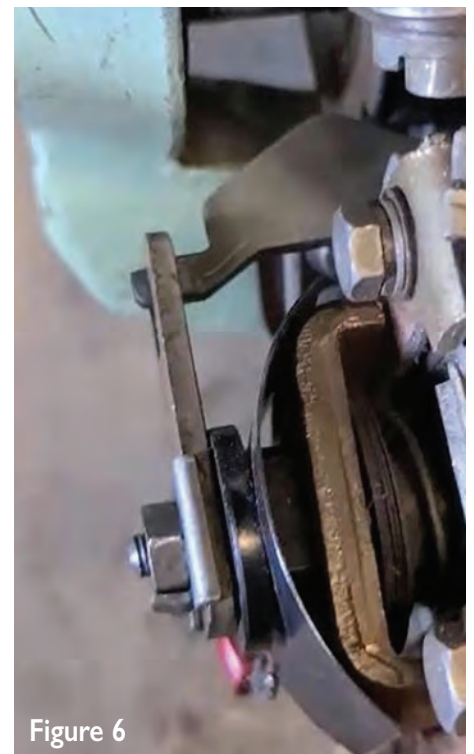


Figure 6

LBC TECH by Dave Rosato

Bill Hall's 1952 Austin Champ Starter
(continued)



should be connected directly to the negative battery terminal shown in Figure 1.

The video above (with sound) was made of the working starter. Notice that the solenoid negative lead now goes to the correct location, the negative battery terminal shown in Figure 1. The electrical connections at **A** and **B**, as well as every electrical tab at every terminal, were cleaned with sand paper. Before doing this, operation looked like a Christmas tree, electrical sparks all over. Notice now there are no sparks during the operation. In the slow motion above you can see sparks when electrical connections were made.

After putting the starter back in

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After repairing a fuel line, and with the choke out, the Champ started right up.



Jackie driving the Austin Champ. "It was the greatest Christmas gift ever!"

the Champ, we attempted to start it up. Unfortunately, the starter worked great but it wouldn't start. After a little investigating, a hole in the flexible fuel line going to the fuel pump was found. We cut the line shorter to get rid of the hole and tried starting it again. With the choke out, it started right up.

The Champ was hard to roll,

the rear wheels just didn't want to turn. With a little help from Frank Neill's truck, we were able get it to roll better. And after driving the Champ around the yard a bit, the engine smoothed out and ran great, started without the need of the choke.

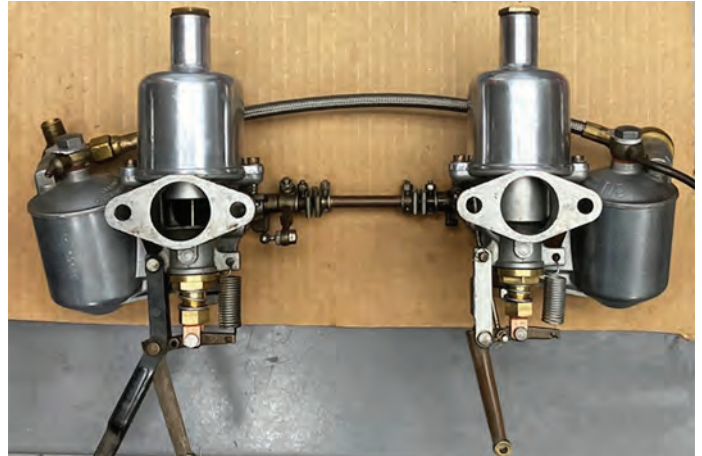
We still need to look at the brakes. Another time. 🇬🇧

LBC TECH by Frank Neill**Random Notes on Millard Smith's 1953 MG TD**

Millard Smith joined the club in March 2022 after acquiring his **MG Midget**; a **1953 MG TD**. Yes, that's what they were called back then and that designation didn't return until much later. It ran, but he wasn't sure it was right. **Dave Rosato** suggested getting a carburetor rebuild kit called a **Superdry** which was touted on the forums as being the best on the market. At one of our tech sessions the carbs were rebuilt except to set the needle alignment, as the tool kit for that was not on hand and the needles were frozen in place. Well, Millard reinstalled the SUs and the car wouldn't start. Now he had a car with rebuilt carbs, new spark plugs and wires, a freshly cleaned fuel pump filter, and it still wouldn't run. I know I spoke to Millard that we would do another tech session and I think Dave Rosato did as well, but Millard just didn't want to impose. Finally, Dave and I cornered him at one club event and insisted he let the club get our hands and wrenches on the car again. He agreed and so the journey started. This became a project that **Dave Rosato**, **Frank Wissman** and I took on with Millard's help. As the car didn't run we handled this as a traveling trio to the lock-up where Millard's wife has insisted he keep it on Johns Island.

Over several trips there we tried adjusting the SUs, replacing the distributor cap & wires, cleaning the rotor, setting the timing, flushing out the gas and replacing with clean, fresh gas. Dave methodically checks that each spark plug is firing by using the timing light on each plug lead. Well, if it's not ignition, it must be carburation. Frank Wissman took the carbs to his shop and meticulously cleaned them. Remember, this is a recently bought old car with unknown history or maintenance records. In this case, we knew the gas was stale and there was a lot of sediment inside the carbs – the bowls had a fine, dense layer of sediment even though the fuel goes through two filters beforehand. There's a brief tech note on **Rust Removal tips** in this issue (see page 21). The example shown is one of the fuel fittings from here.

Anyway, we were then able to get the needles out to center them. Now we hit a wall trying to center the jets using the standard tool. What was puzzling was that



Dave has the same Superdry kit in his MGA where the tool fit perfectly, but on the TD, it was just a little too big in diameter. We were stumped, and then Dave opened up his MGA and found the tool didn't fit on his carbs! Then the light went on – Frank's tool was from the cold war, the newer one was made to the same OD and then chrome plated – that's where the oversized diameter comes in. We go to Dave's to pick up the correct tool kit and start the needle centering process. It turns out that even with the correct centering tool, some adjustments still are needed to get smooth action. Ah, LBCs, nothing is straightforward.

After a lot of fussing, and really no cussing, we had a running car!

Dave would take it on a test drive; we'd fuss with more adjustments with the timing and try another test drive. No more backfiring and Dave could get it up to 50 mph but he, without experience driving another TD, just didn't feel it was right. Well, as some of you know I recently became a Corvette fan. My first was a 2017 C7,



LBC TECH (continued)

probably one of the first in Charleston, and I mentioned to Dave that at 300 miles after one of my sons took it out when it was raining it ran like crap; warning lights on, etc. Turned out it was a defective spark plug (read above Millard had installed new plugs). Well, Dave had a similar experience on one of his Harley motorcycles. Armed with this insight, Dave takes the timing light to each plug again, but is looking for a steady spark, not just 'it sparked'. Plug #2 looks suspect, it's moved to Cyl #1 and is intermittent in that position, too. Well, sourcing sparks plugs for a 53 MG TD also includes a trip to get a mailing box, go to the post office just before Christmas, having a leisurely lunch, and then inspecting every item at

Parks Auto while they bring in the plugs from a remote warehouse. Eventually, back to where Millard's wife had banished the TD, Dave and Frank N installed just one replacement plug and VOILA a strong running car. AND, just in time for Millard to take his grandkids for a ride. 🇬🇧



The screenshot shows the Lands' End Business website interface. At the top, there's a navigation bar with the phone number 1-800-587-1541 and a HELP dropdown. The main header includes the Lands' End Business logo, a search bar, and links for 'Hi, Sign in MY ACCOUNT' and 'BAG 0'. Below the header, there are navigation tabs for 'MEN', 'WOMEN', 'PROMOTIONAL PRODUCTS', and 'TRACK ORDER'. The main content area features a promotional message: 'Welcome to your one-stop shop for high-quality shirts and legendary customer service. Everything in your assortment is built to last and designed to keep you comfortable all day long. Enjoy shopping for your Club apparel!' To the left is the British Car Club Charleston, SC logo. In the center, there's a grid of various colored shirts. To the right, a man and a woman are shown wearing blue polo shirts. At the bottom, there are sections for 'CONTACT US', 'CUSTOMER SERVICE', 'SERVICES & RESOURCES', 'BEHIND THE LABEL', and 'BROUGHT TO YOU BY LANDS' END BUSINESS'.

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 irosato525@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!!



LBC TECH by Frank Wissman

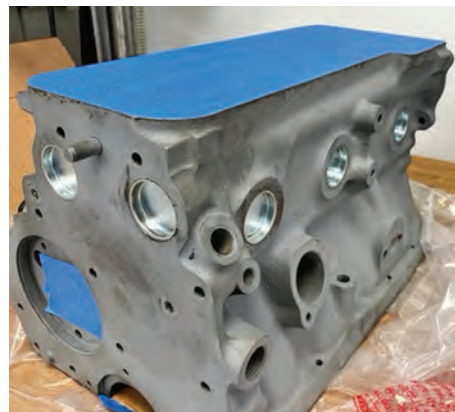
Tom Meservey's Austin-Healey 1275 Engine Build

Time for another engine build! **Tom Meservey** had been working on this build for a while, he sourced the engine from a club member at a fair price, did his homework consulting with **Hap Waldrop** at **Acme Speed Shop**, bought all the important upgrades you can for the motor, sent everything off to the machine shop and when he had pretty much everything in hand, he brought the parts over to my shop. Before we did anything, Tom wanted us to perform a complete audit of the parts, which was a great idea. We sat down with copies of catalog pages and highlighters and went through pages of parts, checking off what we had and noting what we didn't. Not only did this show the few parts that were missing, but it gave me a great familiarization of what went where. We'll see if that helped...

One thing that jumped out at us is the timing cover is for a 948cc engine, and we really want to have the correct 1275cc cover, as it uses a modern seal, reduces internal pressure, and pretty much solves oil leaking past the seals. It was easy to find one on eBay so that was ordered and we wait for its delivery.

As before, the first step is prepping and painting parts. Like I did on **Randy's TD**, I put a thin film of Black RTV along the rim where the casting plugs are inserted, and then used a socket to hammer them in.

The block was cleaned and primed at the machine shop, so all I did was mask off the areas where I didn't



want paint. The head was a bit different, I think it was primed without a solvent clean because when I tried to mask areas with blue painters tape, the tape fell right off along with the primer on the tape.



No problem, some wire brushing and acetone and back to masking.

This engine started out as a smog engine, but we are not going to install the air pump or associated plumbing, so the air injection ports in the head must be plugged.



McMaster-Carr to the rescue with a box of 7/16-20 setscrews, add some Ultra Copper Exhaust gasket maker as a thread sealant, and just for good measure, I staked the setscrews to the head to be sure they don't back out.



Great – now ready for the final coats of paint on the head and block.



Wednesday, 12/28

First tech session for the engine, and a great crew showed up, thank you! The first parts to be installed are the cam followers, a new set was supplied and it was as easy as lubing them up and dropping them in. Next to go in is the cam, Tom opted for a Performance Street grind, and again we slathered assembly lube on

LBC TECH by Frank Wissman

A-H 1275 Engine Build

(continued)

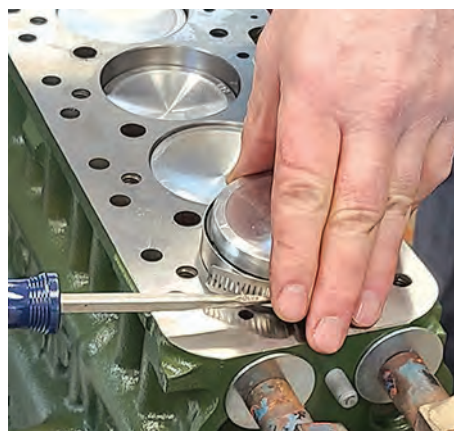
every bearing surface and the lobes and it slid right in and turned freely. The previous engine build had cam bearings that were way too tight, to the point that we had to hone the middle and back bearing to size so this was welcome.



OK, off to a good start! It was noted that the cam is sticking out of the front about 1/8", which means the cam locking plate will push the cam too far back. Well, let's see how the new oil pump will align everything back and forth, then. Hmm – odd, the oil pump drive is a three lobed mechanism, and the cam drive is a straight slot. A quick call to Hap sets us straight. Originally, these all had a lobed drive. For the last Gosh-knows how many years, the industry has migrated to a slot drive. Simply put, we bought the wrong oil pump, noting the original has the same lobed drive. Hap tells us exactly what to

buy from BP Northwest and that we can still keep working on the motor, as the oil pump gets installed a bit later.

Pistons go in next, they were pre-assembled on the rods by the shop, so all we had to do is check the ring gap, install the rings and pop the piston assemblies in. Ring gap was good, all but one were at the high end of the range and one 2nd ring had a gap of .014, which is just .001" oversize and we are simply going to live with it. The connecting rod caps had their cylinder number painted on, and the stamped marking on the pistons matched the orientation of the caps, so we oriented the ring gaps around the pistons, and one by one, popped the assemblies in their bore. Except for #4, which wanted to hang up on the oil control ring twice in a row. I'm getting a little antsy here, breaking a ring will put a complete stop to our day and these usually go in without much fuss.



We explored using a hose clamp (it was too narrow, we couldn't compress all three rings at once), we tried gently pushing the oil rings into the bore by hand and with screwdriver tips (a complete waste of time), so

we went back to the ring compressor, and this time it went in smoothly. Great, camshaft in, piston assemblies in, now let's present the crankshaft.

We installed the bearings, did a quick check with Plastigage and got a solid .002" clearance, so next the crank was slowly lowered in place – and that's when it was apparent that 2 out of 4 connecting rods were backwards, there is a slight offset in the connecting rod and two of them were impossibly off to one side. But didn't I say the marks on the pistons all lined up. Yes, and the fact is two of the rods would not line up with the crankshaft journals which says the shop that assembled them goofed. OK, we turned the two backwards ones around and now the crankshaft is in place, and we used just the center main bearing cap to hold everything in place while we double-checked our work. Remember the cam sticks out too far in front, and that's when it was noted that the front engine plate is that exact thickness, so we are good – the cam locking plate will be on the correct plane. The nose of the crankshaft seems just a bit too big for the timing gear, so a quick polish with some wet 320 grit sandpaper fixes that. Let's keep working and start torquing everything down.

For the main bearings, Tom bought a new set of lock tabs, and we install them with the bolts and start our 30-45-60 ft-lb sequence. When we get up to the final step, the tabs rotate – they should be stopped by a feature in the cap, but they just twist over it. Many trials of holding the edge of the lock tab in place with

LBC TECH by Frank Wissman

A-H 1275 Engine Build

(continued)

a large screwdriver are made – and nothing works. We go to a hardware store and buy a set of hardened washers and immediately see that in 4 out of 6 positions they are too large in diameter. Much discussion – we might be able to find washers with a very small outer diameter, but where and how long will delivery be? Dave suggests clamping one in a spare bolt & nut and putting it in the drill press and filing it down. Let’s see - a cheap drill press, hardened steel, the modified washers should be concentric, and do it four times. Hmm – OK, done! We add some extra Orange Loctite to the bolts and finish the mains – happily everything turns freely now, sometimes things tighten up a bit but this build is silky smooth.

Somewhere along here we review an assembly drawing and see the original style connecting rods have their own lock tabs, and it’s clear the supplied tabs do not match the

modern connecting rods we have. Once again, Orange Loctite goes on the threads and now the connecting rods are done.

The oil pickup assembly is put in place and we add Orange Loctite to both the strainer and mounting bolts – at this point we aren’t about to take any chances. Time for the water pump – two of the bolts seem a little long and are bottoming out. Checking the bag labeled water pump bolts, a mounting bracket is included that is the right thickness for the two bolts to not bottom out so we install the bracket, button it all up and call it a day.

We thought the bracket was for the air pump for smog, and a quick on-line search shows that’s the case. And, since the head has been modified by plugging the air injection ports, we decide to delete the bracket. The bolts were shortened and the water pump looks much better without the clutter.

The correct timing chain cover arrived Wednesday evening, so that



was cleaned and painted the next day. That’s it for this session. The next big goals are mounting the front and back plates, the oil pan, all gaskets, seals, shims, etc., and setting the cam/crankshaft timing.

Happy New Year and thanks again for the tremendous help! 🇺🇸

TECH TIP by Frank Wissman

Rust Removal

Working on some of these older cars is a fun challenge – we want to do a good job but there are financial boundaries on most of these projects. This SU carburetor banjo bolt had a lot of sediment that was finer than either of the fuel filters could trap, and there was some corrosion that happens with 50-year-old parts. Replacing everything with new doesn’t make sense, and neither does sending a handful of parts out for re-plating. I have a small ultrasonic cleaner that I usually run with either mineral spirits or acetone – but these cleaning agents don’t touch rust. I picked up a container of Evapo-Rust at Harbor Freight and gave it a try. My cleaner heats up as it



runs, so I had the benefit of 1450 F rust remover + ultrasonics and here is the result:

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



1972 MG Midget - 1275 Engine 3:55 Differential Excellent shape - 1st place class winner at British Car Day. Asking **\$14,000**. Contact **Frank Neill** at 843 822-3229 or fneill1949@gmail.com



1976 Triumph TR6 - Good condition and good driver. Asking **\$12,500**. If interested call 757-646-5260 or email paulszej20@gmail.com.



1974 Triumph Spitfire - Very good condition with lots of upgrades. Asking **\$9,000**. Contact **Dan Lorentz** at dan@danlorentz.com.



If you're interested, I've driven the car and have more pictures. Contact me, **Dave Rosato**, at Dave@BritishCarClubCharleston.com.

FOR SALE

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



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.



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



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

HAPPY BIRTHDAY

For January

Byron	Williams	1
Lowell	Wakker	3
Tom	Huff	4
Carolyn	Smith	6
Melissa	David	6
Laura	Beall	6
Maria	Simons	6
Gordon	Hill	7
Alexander	Stone	10
Eric	Gibeaut	12
Sherry	Szejc	17
Richard	Fritz	17
Millie	Horton	17
Robert	Clark	20
Darby	Wathne	20
Suzanne	Sortor	22
Stephanie	Smith	23
Mary	Huff	24
Lisa	Minshew	24
Dwight	Abbott	24
Austin	David	24
Brooke	Joly	25
Madeline	Gallagher	25
Elisabeth	Wild	25
Kevin	Merrill	25
Brett	Sortor	25
Meredith	Fox	25
Mike	Sanzari	27
Joe	Vadala	27
Catherine	Martin	27
Ed	Tilton	27
Laura	Longenecker	29
Carl	Smith	30
Yank	Sefton	31

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JANUARY 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 NEW YEAR'S DAY	2 NEW YEAR'S DAY OBSERVED	3	4	5	6	7
8	9	10 10am – 11:30am <i>BCD 2023 Meeting - Ireland's Own 3025 Ashley Town Center Dr, Charleston</i>	11	12	13 9am – 1pm <i>Tech Session at Andy Beall's Garage 2610 Hamilton Road, Johns Island</i>	14 11am – 1pm <i>BCCC Monthly Meeting - Ireland's Own 3025 Ashley Town Center Dr, Charleston</i>
15	16 MARTIN LUTHER KING JR. DAY	17	18	19	20	21 9am – 11am <i>Sea Islands Cars and Coffee</i>
22	23	24	25	26	27	28 9am – 3pm <i>Club Drive to Beidler Forest</i>
29	30	31				

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

BCCC FOUNDED 1983

MEETINGS HELD THE SECOND SATURDAY OF EACH MONTH

(Unless otherwise specified)

OFFICERS

Dave Rosato	President	(508) 864-3393	Dave@BritishCarClubCharleston.com
Bob Simons	Vice President	(202)316-8111	bobdad@gmail.com
Dave Rosato	Acting Treasurer	(508) 864-3393	Dave@BritishCarClubCharleston.com
Irene Breland	Secretary		irenebreland@comcast.net
Frank Neill	Membership Coordinator	(843) 822-3229	fneill1949@gmail.com
Lynn Rosato	Regalia Sales	(412) 849-5081	lrosato525@comcast.net
Gary Brown	Editor	(650) 714-1577	Gary@BritishCarClubCharleston.com
Millie Horton	Events Coordinator		millie.horton2@gmail.com

TECHNICAL ADVISOR

Darryl Beech	Mr. Wizard	(843) 552-6555	Britishmechanic@bellsouth.net
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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: _____