



The WINDSCREEN

MARCH 2023

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

Volume 40, Number 3



2022 BCD Class Winner 1954 Morgan 4/4 / Owner: John Nuss

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PREZ SEZ by Dave Rosato

We set a record at the last **Tech Session** at **Andy Beall's Garage** with **6 cars** and **20 people**. I love working on all the cars but with so many, the most I can do is hop from one to another. Several days before, I got a text from **Teddy**. The transmission in his **Spitfire** failed. His brother pulled out of an intersection in first gear and when he shifted into second, a terrible noise came from the transmission. After that, only 4th gear worked. He pulled the transmission and brought it to the **Tech Session**. Just looking inside, one gear was **missing about 8 teeth**. The mating gear was chewed up and the reverse gear showed unusual wear. A few days later Teddy and I pulled the transmission apart at my garage. In addition to these problems, the **lay gear shaft**, which is supposed to be a perfectly smooth shaft, was destroyed at the two needle bearing locations. We're trying to figure out why this happened. A couple months ago we put new bearings and syncro's in the transmission. No gears were changed.



A couple weeks ago a person new to our **Facebook** page was looking for a car to do an engagement photo shoot with. I sent him a picture of my **MGA** and they

were very excited to use it. So on the 23rd, we met on **Chalmers Street**, a cobble stone road. A bunch of photos were taken then we moved on to **St Michael's Alley** to take more photos. We then moved to the top of **Cumberland Street parking garage** for more photos and drone shots. This had beautiful views of the city roof lines and the **Ravenel Bridge**. We ended with some champagne. It turned out that **Aaron Edeus** has had several **British cars** and knew several others in the club.



Several people have contacted me over the years to get a car for a photo session. We insisted that we didn't want any payment for the photo op but they gave us a very generous dinner gift certificate. If you are interested in renting or loaning your car for a photo shoot, please let me know. Unless you agree, they don't drive the car. The photographer is very good at getting permission to change a pose or adjust the car in any way.

We had our **February Monthly Meeting** at **Ireland's Own** in West Ashley. Unfortunately there was a soccer game going on and the place was extremely loud. This months meeting will be at the **Oyster Roast** on **March 11th**. Please let [Millie](#) know if you plan to attend. For



PREZ SEZ (continued)

the **April meeting**, we will try breakfast at **Rutledge Cab** again. I'll see if they will open an hour early for us.

As of writing this, we have **18 cars** and **24 people** attending the **Fly-in at the Mt Pleasant Regional Airport** on **Sunday March 5th**. We have to give them a count for breakfast so technically, it is too late to sign up if you haven't already.

I want to thank **Nick Sherrill** for taking over organizing the oyster roast on March 11th. I hope y'all have signed up. It will be from 2 to 5pm at **Brickyard Plantation Clubhouse**. It is \$10 for oyster eaters, \$5 for others. Bring a side dish or desert. Please RSVP to [Millie](#) by March 5th.

We will be having the 5 day, 4 night **Blue Ridge Mountain drive** on **May 15 to 19**. We have eight cars and 14 people so far. If you are interested in joining us, please contact [me](#). Check our [website](#) for details.

Steve Lambertsen is a relatively new member to the club. He has had a **MGTD** in his garage for nearly 20 years. When he told me that he was interested in having multiple tech sessions to restore the car, Frank Neill, Frank Wissman, Gene Carter and I took a drive to Tillman, SC to check out the car. It needed a LOT of work. We asked his intentioned for the car. We toned his expectations down from a concours restoration to a daily driver. We went over the car and suggested a plan of action. Since then, Steve has been updating us on his progress. We plan to make another trip to Tillman to check it out.

Lynn and I went to the **Ale and Octane Car Show** on **Daniel Island**. It was the first time for us. The main reason we went was to pass out flyers for the **Animals, Art and Automobiles Hallie Hill fundraiser** on **April 16th**. I hope you can enter your car or just come out. The Ale and Octane show attracts a very wide variety of cars, *except* **old British cars**. Other than our **1958 MGA**, there was an **Austin Healey Sprite**. There were more rather new **Aston Martins** than other British cars. It was nice that upon entering, cars were diverted to the right or left. We were diverted to the left which turned out to be with the most interesting cars.



Lastly, I have to let you know that **I'm a grandfather**. Here is **Oliver Rosato Skorput**. He is laying with his guardian, **Brady**, yes, named after Tom. 🇬🇧

Safety Fast – Dave

VP'S CORNER by Bob Simons

Well, March first is **Saint David's Day**, so **Cymru am Byth** (Wales Forever)! Apparently pronounced **Kamree ahm Beeth**, but my **Welsh** is four generations past. My **Grandmother** said it sounded like gargling marbles. What little I've heard of native speakers sounded like **Russian**, with a side order of gravel. I'd still like to learn (some of) the language, but when? February has disappeared as usual, and even the full-sized months fill up rapidly, so plan ahead!

If things go well I'll have the newly shod Norton at the **Fly-in** on the 5th, and maybe even the **Colombia**

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Show April 1st. If not, it's nice to have a **TD** as a backup. Weather can be a factor this time of year too, so don't stow your winter driving kit just yet! The **Midlands Show** is always the same day as the **Cooper River Bridge Run**, and I have escaped to Columbia from year to year in both shirtsleeves and Arctic gear. It's worth the trip either way. And don't forget there's an **oyster roast** in between.

If you're new to the area, '**yellow snow**' has a different meaning around here. At the moment all cars, even **British Racing Green**, are a vibrant yellow hue, so I'm planning on warmer days and good driving –

See you on the road! 🇬🇧

BCCC FEBRUARY 2023 MEETING

by Irene Breland

The BCCC's second meeting of 2023 was held at Ireland's Own Jager Haus Pub on February 11th. Thirty-six members were in attendance.

Dave tried to open the meeting while competing with some very loud music! Depending on where you were sitting, it was difficult to hear what he was saying.

Renewals at meeting time were 160 plus. One more reminder will go out before removing anyone from the membership rolls.

British Car Day plans are under way.

The Spotlight marque is MG with a special celebration for the 100th anniversary of all things MG. A special display is being put together highlighting prewar and postwar along with some rare, seldom seen models. This timeline of MG history will be the crown for what should be a great turnout of MGs to celebrate the 100th anniversary. Contact Irene Breland or John Scott if you know of any prewar or early postwar cars that might fit in the display.

- Friday events will be based around Edisto Hall at James Island County Park, 9am to 11pm.
- We will be having the Authentic British Tea again.
- Production Design Associates will be providing the sound system again, thanks to Jeff Nickles.
- We're exploring other events for Friday, caravan? History talk? Let Dave know your ideas.
- Top Shelf Catering is set to handle our event again but can't give us a price quote till August.
- Gary Brown has put a great sponsor sheet together that we can use to reach out to spon-

sors. All businesses have a marketing budget no matter how big or small. As a sponsor, their money buys them exposure to our club members, exhibitors, and spectators. It's a great way to advertise. Contact Gary if you have any ideas or questions on sponsorship. Form is also on website.

Tech Session at Andy Beall's Garage

The group worked on four cars in Andy's spacious garage and repaired or tweaked the following:

- Worked on Pam Brown's battery drain problem in her Spitfire.
- Replaced Yank Sefton's hand brake in his Morris Minor Traveler
- Replaced a horn part in Frank Neill's Midget.
- Helped Gene Carter install new wheel lugs in his Spitfire.
- Replaced Millard Smith's hand brake in his MG TD.
- Did a tune-up on Paul Brown's 1974 MGB and adjusted the carbs.

See website and *Windscreen* for more tech session information. Contact Dave if you need to discuss a possible tech session to check or repair your LBC.

Dave then discussed a plan he and Frank Wissman have for letting members swap, sell or buy parts that other members do not need. Contact Dave if you have any ideas on how to do this.

Upcoming events were then discussed with the Brookgreen Gardens drive 1st up (see page 13). The next fun event is the Fly-In breakfast on March 5th at



BCCC JANUARY 2023 MEETING

(continued)

East Cooper Airport. March also has the **Oyster Roast** and meeting. Thanks went out to **Harry Cramer** for all the years he put on the club oyster roast and to **Nick Sherrill** for stepping up to the plate to carry it on. Other March events discussed include the **St. Patrick's Day parade** and the **Myrtle Beach club's rally**.

Dave then talked about support for our neighboring British Car Clubs with the **Columbia Club's show** coming up on April 1st.

Other events of interest discussed were the **Ani-**

mals, Art and Automobiles show, with **Hallie Hill** being one of the beneficiaries, another **Blue Ridge Drive** (see website for updates,) and the October 14th **Cars at Kiawah River** (*formerly Cars on Kiawah*) event.

Check the website for updates and changes to events and monthly meetings.

Dave ended the meeting by discussing the importance of driving our LBCs regularly. 🇬🇧

Irene Breland

**March 11, 2023 BCCC
Oyster Roast and Monthly
Club Meeting**

This year's **Oyster Roast** 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. 🇬🇧



HAPPY BIRTHDAY
For March

Frank	Newham	7
Nancy	Carnell	5
Dave	Block	11
Diane	Lambert	2
Jackie	Lane	13
Donald	Ricker	14
Michael	Grimm	18
Martha	Harken	21
Randy	Dickinson	3
Bill	Tucker	23
John	Witty	26
Diane	Zender	27
John	Stick	28
Rick	Donaphan	28
Marilyn	Murphy	28
Brian	Csora	29
Bruce	Stemerman	29



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of Charleston*



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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

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- 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.



CHARLESTON'S ST PATRICK'S DAY PARADE

Friday, March 17, 2023

Charleston's St. Patrick's Day Parade will be 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. 🇮🇪



WELCOME NEW MEMBERS

Michael Connelly
1953 MG TD

David Hueske
Looking to Restore Another
British Car

Simon and Marina Scalia
2010 Mini Cooper Clubman

Jerry Smeltzer
1952 MG TD

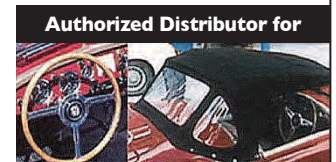
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COVER CAR STORY

1954 Morgan 4/4 by John Nuss

It was a dark and stormy night.... Not! I really don't know why I bought this Morgan; I suppose maybe because it was cool? Neat? Or maybe I wanted to think differently? I found it by accident. I didn't intend to buy a Morgan – I actually had called the owner, **Mark Lane** about an MGTD that he had for sale that was his father's.

This all started one day when driving down Coleman Boulevard with my friend who spotted a blue **MGTD** for sale on the side of the road. I asked my mechanic, **Robert Morey**, about it and he said he knew one owned by Mark Lane that was restored by his father, **Bob Lane**,

and Mark wanted to sell it.

I called Mark about the TD and he told me that his father had restored several cars and he was willing to part with the MGTD. I made an appointment and my friend and I went to see it, and we were greeted by Mark in his driveway with the Morgan and the TD. The TD was a bright red like **Bob Simons' MGTD**. I was more intrigued with the **Morgan** and my friend and I took a ride in the Morgan with Mark around his neighborhood and down Coleman Boulevard.

A few weeks later I owned the Morgan. We named it **Butterscotch**, as the colors reminded us of that. In any case, Mark's father wanted this color combination, so that is how the color combination came to be.

Speaking of the paint colors – the current color scheme is period correct, but the original paint was red,



John Nuss' 2022 British Car Day Class Winning 1954 Morgan 4/4.

COVER CAR STORY (continued)

1954 Morgan 4/4



and unfortunately, the Morgan factory historian didn't know which one. **Morgan Motors** said in regards to my car, that "The car was probably painted in 'Carnation Red', an ICI synthetic paint, code P339-0224, which was the standard factory colour from 1951 to 1953. However, from 1954 a different standard 'Red' was offered; 'Wexham Red' an ICI synthetic paint, code P339-0037, so your car may have been built to the 1954 specification and finished in the latest colour".

Before Bob Lane passed away, he worked with Robert Morey to finish the project car which Bob bought from a person in Pawley's Island, South Carolina. Robert removed all the sheet metal to inspect it along with the wood frame. Robert then painted all the wood and the interior sheet metal before the body was painted by a body shop. Other work was done including installing a new wiring harness.

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**My Car Background**

I became fascinated with cars at an early age. My father was posted to London in the 1960's and I collected **Dinky** and **Corgi** cars, but I really didn't get into cars until high school. I do have to say that **Bob Simons was my bus driver** when I was in the – I think the 9th grade?? Scary. No, I mean he was an excellent driver, just scary that I'm that old.... I digress. When I could drive by myself, and as a Senior in High School, my father purchased a car for me to drive to school. It was a **1974 Plymouth Duster** that he bought from some sailor, who was being deployed. The sailor had painted

COVER CAR STORY *(continued)*

1954 Morgan 4/4

it a really gross gold metallic flake color, but I couldn't do anything about that. The Duster had the six-cylinder model rather than the coveted V8, but what the heck. The Duster was a nightmare to drive as it fish tailed incredibly easily. The only good thing about this car was the air-conditioner was ice cold.

My next car was a **1977 BMW 320i** which my parents helped me buy while in college from one of our neighbors. It was a stick shift and I remember my father teaching me to drive it in the **Harris Teeter** parking lot on East Bay Street before they actually started to open for business. I drove the BMW until I was T-boned on the old Lockwood intersection near MUSC before they put in the connector.

I went off to grad school out west and rode a bike or walked everywhere, so I didn't have another car until I came back to Charleston. I used my parent's car or took the bus to work for a while. Around this time my parents



helped me buy a brand new **1993 BMW 318is**, which I had for 13 years until that was totaled in a bizarre accident with a **John Deere Tractor** near **Jedburg**. But you don't want to hear about that. I then bought a **Volvo S40 T5**. That lasted until my nephew needed a car and I sold it to him for the family discount... Yes, he deserved it. I then bought and now own a low-end **Lexus**, my daily driver.

So, getting back to the Morgan. I had to learn how to drive this beast. Robert Morey took me out to teach me how to drive it. It is a stick but not any kind of modern stick shift – it is semi synchronized, meaning that in the first and reverse gears, one has to be at a complete stop to engage them. Hence one learning to “double clutch” to move around the city. Fun...

In 2019, I took the Morgan to **Cars on Kiawah**. On the Friday before, I drove down and was worried about rain. I hadn't raised the top and wasn't sure how to do so anyway. Fortunately, this didn't matter in the long run. The next morning, I remember my friend, **Jeff Trepel**, who was driving his **1950 Mark VI Bentley** behind me, later commenting that I needed to learn how to use the turn signals! The turn signals are on the dash which one has to turn to the left or right, but it is easy to forget to turn them off! So, one may be driving along with the turn signal flashing left or right all along the way.

Another annoying thing to the modern driver is the lights – they are on a knob on the dash as well, and the brights switch is on the floorboard somewhere I can't remember. Obviously, I don't drive this at night. Fortunately for you. Just Kidding.

The Kiawah show was a good one, and there were other Morgans there. I was busy elsewhere with another

COVER CAR STORY *(continued)*

1954 Morgan 4/4

er marque so I didn't really interact much with other Morgans that day.

Sometime later, I took the Morgan to **Downtown Charleston**. I remember driving it around and decided to go to Harris Teeter on East Bay Street. When I came back from shopping, the car wouldn't start... Could not get it to start. Call to Robert. Dead Battery... weird. Well, the short story was that I had a kill switch installed about a week earlier. It had shorted with the bonnet. Relocated the kill switch to the bulkhead and it was fine after that.

Other modifications over time have been the addition of a **period correct luggage rack** – the last one **Morgan Spares** had that was an original. For some reason that I can't remember, it had been in a fire and was pitch black from it. Robert to the rescue again, and he was able to buff it back into great shape before attaching it to the rear of the car. At the same time I had him wire a **third brake light** to it for better visibility on the road. Sheepishly, I also had installed a **wool lined, leather strap** across the bonnet to keep the bonnet from rattling. Yes, it added a cool factor, admit it! Well I liked it.

I also acquired a set of side curtains for the car. Robert found in his vast collection of parts a period correct jack which he gave me (Thank you!). For safety, I had a fire extinguisher mounted in the rear passenger area. Oh, I forgot to mention this is a **4-seater** and not a **2-seater!**

This Morgan is one of the **"19" interim models** of that year out of a production run of **159** or so cars. And not only that, it is a **4-seater** – **one of only four 4 seaters** in that lot of **159 cars**. There is a debate over 19 interim models that year – may be a few more than that – some say up to **46 cars**. So what does that mean – interim? In **1954** the **British government** changed the regulations regarding the height of the headlights on their motor vehicles. And so Morgan had to change the level of the lights, and in so doing had to change the bonnet configuration, and so ended up creating a rather unusual cowl – which became known as **"interim" cowl** – before settling on the more common cowl that one sees on most Morgans.



Bill Beecher's Wexham Red Interim Cowl 2-seater.

I have been corresponding with another Morgan owner from **Texas** by the name of **Bill Beecher**, who has restored an **interim cowl 2-seater** which he has since sold. He has done extensive research and he has tracked down **11 of the 19 cars** while the factory can account for **only 8**. Of the **4 seaters**, he has been able to track down **3 of them**.

So, for some of the **geeky mechanical stuff**, here it is: 1954 Interim Morgan 4/4 chassis number, P3008, with a Triumph TR3 powered 1991ccs engine (rebuilt). Should you wish to own an interesting Morgan, make me an offer. 🇬🇧

John Nuss

Chassis Record		MORGAN MOTOR COMPANY	
Morgan Owner: John Nuss			
Morgan Motor Company Ltd hereby certify that your Morgan had the following specification on leaving the factory:			
Chassis Number: P3008	Engine Number: V.677	Gearbox number: 706	
Model: Plus 4, 4-seater	Axle number: Not recorded	Control: Left hand drive	
Colour: Wexham Red (standard factory colour - ICI Synthetic paint, code P339-0037), with Beige upholstery.			
Remarks: No optional extras recorded Invoice number 10247, paid 18th January 1954			
Despatched: 3rd December 1953.		Dealer: Cavalier Motors, California, U.S.A.	
Signature	<i>John Nuss</i>	Steve Morris	Date: 29th April 2019

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



BROOKGREEN GARDENS DRIVE / RODIN SCULPTURE EXHIBIT

Saturday, February 18, 2023

On a chilly but bright Saturday, Feb. 18, 8 BCCC members enjoyed a drive up Hwy. 17 to **Brookgreen Gardens** for the special exhibit of **Auguste Rodin sculpture**. **Irene Breland** rounded up the first group at **Oakland Shopping Center** and proceeded to meet **Millie** and the others in the group near **McClellanville**. Our merry band consisted of **3 Jaguars**, a **Mini Cooper**, a **Figaro**, and a **German** and an **American** sedan.



Auguste Rodin (1840-1917), a French sculptor, is considered the founder of modern sculpture. His work influenced the likes of **Pablo Picasso** and **Georgia O'Keeffe**, to name a few.

The exhibit features 46 works by Rodin, compliments of the **Iris and Gerald Cantor Collections**. This exhibit brings world renowned sculptures to **America's first sculpture garden**.



BROOKGREEN GARDENS DRIVE / RODIN SCULPTURE EXHIBIT

(continued)



The focus of this exhibit centered on numerous studies of hands as well as figures from **The Burghers of Calais** and sections from **The Gates of Hell** in which there is a small version of his famous **The Thinker**. The figures from the Burghers seemed larger than life and their postures seemed to express various emotions they had to deal with while considering how to handle **English King Edward III's** ultimatum during the **Hundred Years War** regarding the besieged city of **Calais** which ultimately surrendered to the English after an 11-month siege.

After our educational study of all the sculptures, we enjoyed a gourmet lunch at the **Austin's Harvest** restaurant on the grounds of **Brookgreen**. Besides the delicious fare, with only 8 members, we were able to get to know each other better in lively conversation. Thanks



to everyone who joined the excursion!

If you missed this fun outing, there's still time to travel up to **Brookgreen** as the exhibit will be there until **April 23rd**. I regretted not taking more time to explore the grounds, but that leaves something for another day. A real ticket perk is that it's good for 7 days! 🇬🇧

Millie Horton



THE FRENCH CONNECTION / PARTIE DEUX

by Robert Morey

The screen on the forward bulkhead in front of me looks much the same as the display in any large aircraft: white letters on a blue background spell out “**Vitesse Maintenant,**” 285 kph” (that’s 177 mph!). We are zooming along toward **Paris** and every once in a while we pass another train going the other way. They pass in less than 2 seconds; the air being compressed between the two trains makes the whole train car tilt slightly away from the other train, and the window can be seen to bow inward just slightly. *This is moving!*

We arrive in Paris and have lunch at the famous **La Coupole**, quite an interesting place. A well-dressed sea of fashionable who’s who are having fine food and drink; the interior art and paintings more than justify the small expense! Another 20 minutes or so in the Metropolitan moving at a very good pace from one charming ancient white and blue square tiled subway station to the next and we arrive right at “**Port de Versailles.**” A couple of



THE FRENCH CONNECTION / PARTIE DEUX

(continued)



classics are in evidence moving about on the busy Paris streets, but it's late so we retire to our hotel room just 5 minutes' walk from the convention center. **Retromobile** will wait till the morning!

No need to set the alarm. In that wonderful "A 5-year-old on Christmas morning" way things happen when you are too excited, we arrive a full hour ahead of opening, only about 15 people ahead of us and a mist falling, just enough to get a little damp standing out in the February chill.

We watch about **25 classics line up** outside the entrance area, a sort of **car club corral** to look at before going in.... Once in, being efficient and organized is critical: you lose your friend in here and you won't see them again till you get back to your hotel! Three giant halls and the "bridge" area are going to take you to **automotive euphoria!** With about **125,000 people** attending this, **Retromobile's 47th year**, things show no signs of slowing down!

www.britishcarclubcharleston.com



While people who know me see me with a laser focus on **British cars** and certainly only a few marques, I do appreciate other makes and will spend a few minutes looking at those lesser cars! More than enough to keep your head turning here, not just models and artworks but **famous cars, tanks, race cars, amazing auctions, manufacturers' displays, car club stands, new parts, used parts, driving clothes**, all manner of services from chrome to radiator restoration and, of course, **sky's-the-limit restoration shops**, showing off their latest **Miura or Aston!**

If you can stand the wait, there are fine dining experiences in the car show halls (well, this *is France!*). The end of the day comes too soon and we must bid our farewells to another **Retromobile** and get some rest: 4 days of the **Normandy D-Day beaches** and a drive in a **1923 Amilcar CGS** await! Until next time! 🇬🇧

Robert Morey

LBC TECH by Frank Wissman

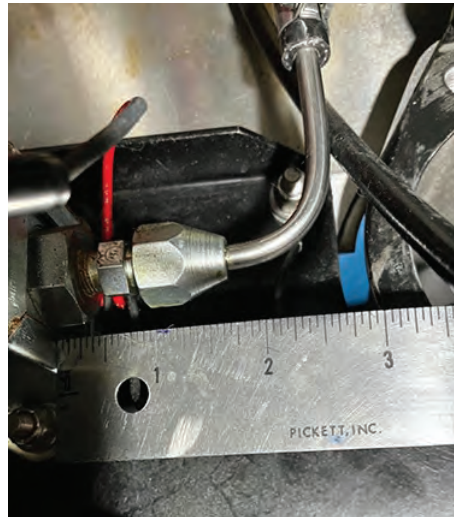
John Bigler's Devin-Morgan Starter

John Bigler is continuing to evolve his Devin-Morgan, now we will look at replacing the standard starter with a gear reduction starter from **WOSPerformance**. I think gear-reduction starters are great, I have one and love how quickly the engine spins up and starts with one. They have the advantage of allowing a smaller battery, which is a feature of John's design. They take more room, because while you have a smaller starter motor, you have to add the gear reduction mechanism, so fitting a larger package might not be straightforward. WOSP supplies the starter with a multi-hole plate that allows the starter to be rotated, or clocked, in 20 positions.



This is great, it allows checking many possible setups while you're enjoying the day under the car. John found the most feasible position – all it needed was for the fuel line to bend up as it leaves the fuel pump on the left. It looks like the stainless-steel fuel line has to move towards the pump by about an inch.

We go over to **Charleston Gas-**



ket & Rubber where they supply John with a very tidy right-angle fitting and a flare cap and a few feet of stainless-steel line. This gives us more than the inch we need, which is always good. At the club meeting, **Dave Rosato** lends us his tubing flaring kit and we are in business.

We start off making a prototype using a few feet of all-thread rod to learn how to position the bends and become a little more proficient with the bender. Once we have that bent and double-checked, we start with the stainless-steel tubing.



LBC TECH by Frank Wissman

Devin-Morgan Starter

(continued)

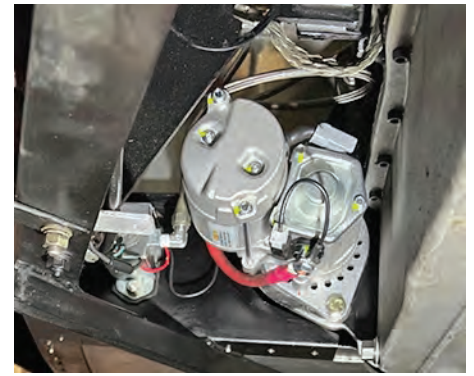
The tubing flares perfectly and two bends are added to have the fuel line come out in the same loca-

tion as the original. The original fuel filter position was down by the starter, making it hard to inspect or change, so we will move it up to the top.

John trimmed the original elbow

of the fuel line to fit and it drops in perfectly, below far left is the finished view.

The starter is installed and wired up with plenty of clearance between the starter and fuel line. 🇬🇧



BCCC REGALIA

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

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

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LBC TECH by Frank Wissman

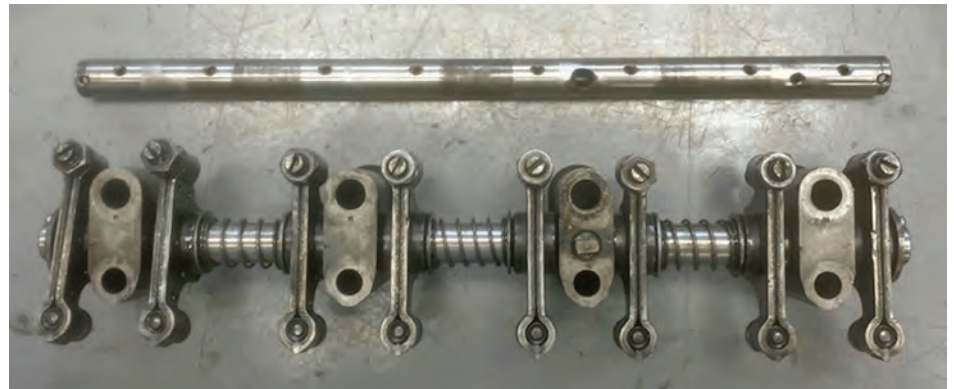
Tom Meservey's Austin-Healey 1275 Engine Build and Install Part III

Later...

The **Speedwell Engineering** timing kit arrives and I have to say – it looks very nice.



As I'm cleaning up and seeing what's left to do, I find a new rocker shaft in one of the boxes, all wrapped up and waiting to be installed. But didn't we just put in the rocker assembly and torque the head? Yes, and this really has to be installed so I'll do it again. I take the rocker assembly out and start working on the bench, placing each piece in the order I took it off so reassembly will be a snap. And I'm looking at the exploded



drawing from the **Moss** catalogue as well. Hmm, that's when I see the washers aren't where the drawing shows, so I re-build per the drawing – but at the moment I didn't know what else was wrong.

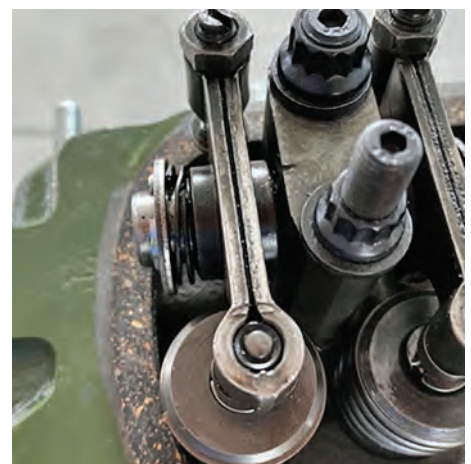
Friday, Feb 3

Dave Romanick and **Tom** come over for another session, the main goal is to adjust the valves and start buttoning up all the little pieces and look at the timing chain on Dave's engine. While adjusting the valves, Dave notes the large gap by the rocker on each end, and a little homework identifies the **Thackery** (spring) washers are missing. Pressing on, we test fit the modern oil filter conversion kit, install a few parts and note what parts need to be painted and then go over to **Holy City Brewing**, because that's the right thing to do on a Friday afternoon.

Later...

The last of the parts are masked off and painted, it's starting to feel like we are wrapping up on this build.

Tom grabs the Thackery washers and a missing lock plate off of the



old engine of **Ruby**, his '65 Midget that will get this engine, and drops them off on Sunday.

The rocker assembly is correct-

LBC TECH by Frank Wissman

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

ed, just a few small parts from **Moss Motors** and we are set.

The last batch of parts arrived, and here is Tom's engine ready to head home.



Tuesday, Feb 14

A good turnout at Tom's for the final assembly and sliding it in the chassis – **Dave Romanick, Gene Carter, Frank Neil, and Tom Moschel** are all ready to lift, wrench, bang knuckles, and lay in oil. Dave and Tom Moschel pick up the engine out of my truck and carry it over to where we have the lift set up. Yes, they really made it that easy for us – I can't thank them enough.

Now it's time to get busy. The engine stand plate is removed from the block, the hoist is hooked up



and the engine is a foot above our new workspace, a large piece of $\frac{3}{4}$ " plywood resting on the legs of the hoist. We present the oil pump to the cam drive at the back of the block, attach the backplate, and realize the rear crankcase cover that just fits above the crankshaft should have been installed before the crankshaft is installed, like back in **December** – the correct bolts won't clear the boss at the end of the crankshaft. All this cover does is prevent oil from slinging up and out, as opposed to being a load-bearing part, so we use bolts that are just short enough to clear and move on.

Next is the lightweight aluminum flywheel from **Fidanza** with an eye-catching green coating to ensure the installer wipes down the friction surface with a good cleaner. In a nutshell, you keep cleaning until no green transfers to the cleaning cloth. That was easy, now to mount it. Except the flywheel just didn't want to fit. There are two dowel pins to locate the flywheel and six bolts to secure it,



and the flywheel holes don't line up with the dowel pins. I mean, they're close, but something needs work. The only thing to do is open up the dowel holes in the flywheel with a drill until we could start to pull the flywheel on with the bolts. Once we did that, Gene took the bolts out and gave them each a nice bead of **Orange Loctite** and torqued everything down.

The pressure plate gave us the same hassle – we opened up the three dowel holes just enough and bolted it on with the clutch in place – and now a few of us are starting to mutter a bit about the accuracy of some machining.

Dave took care of the throw-out bearing and slave cylinder, and buttoned up the transmission to the engine and then added the



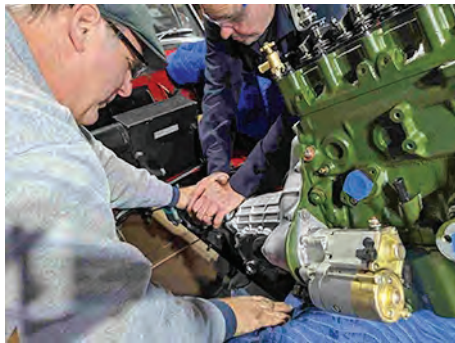
LBC TECH by Frank Wissman

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

starter. It sure looks good now, I'll be getting back to this picture later.

Pam Brown shows up with lunch for everyone and it was a delicious treat – thank you very much, Pam! After a welcome break, it's time to do the big job of the day. At this point Pam left; she's clairvoyant, I suppose.

The fenders and cowl are covered with moving blankets, the engine & transmission are hoisted up and brought over to Ruby. As you watch this, there is a mild tension in the air, as there's a few hundred pounds slowly swinging around about three feet higher than where engines usually reside.



It's the usual process of lower, tilt, lower, tilt, start over, adjust the chain length on the leveling bar, lower, tilt and suddenly it's in place. Lining up the front motor mounts can be easy or hard – the easy way is to take the mounting brackets off of the fenders and attach them to the mounts, and then just re-attach the brackets. Enjoying our victory, we take the chains off and roll the hoist out of the way.

Dave starts to attach the transmission to the chassis and takes the lead of finding oil on the floor. Dave also notices that the transmission mount isn't in place and needs a new rubber mount, so we hook up the hoist again and lift and tilt. Dave goes back under and does a fine job of mopping up some more oil, as well as getting the bolts through the mount into the transmission case. Actually, it's not going smoothly – and he remembers he swore that he would never work on a Midget again, I think this is his third upping of the vow...finally all the bolts are in and tight, and it's getting about the time I have to leave. I make sure Tom has the socket to tighten the crank pulley bolt, because I couldn't do it when it's on the engine stand. Tom thinks it would be wise to check that we have access for the socket, and of course the crossmember is blocking the pulley. The engine has to be raised again and I'm starting to join Dave about staying away from Midgets. Remember the picture of the transmission attached to the block? Just moments before that was taken, when the flywheel is on and the transmission isn't – that was my chance to lock the flywheel and torque the crank pulley bolt. Rats. This seemed like a good time for me to leave while the rest of the gang worked out how to mount the tube header to the rest of the exhaust - it looks like a couple of clamps will work rather than welding a fitting.

Tuesday, Feb 21

Another solid turnout: **Frank**

Neill, Gene Carter, Will MacPhee, Mike Caristi, and Dave Rosato.

The first task was getting the crank pulley bolt tightened to 70 ft-lbs. We free the engine mount brackets from the fenders (again) and use a floor jack with a piece of wood to protect the oil pan, lift the engine about two inches while the rear wheels are held with the emergency brake and holding the tires to prevent them from turning, take out the bolt to apply Orange Loctite, then torque the crankshaft pulley bolt.



One part that we had no collective experience installing was the distributor drive spindle. It feeds through the block and engages its gear with a gear on the cam shaft. What got our attention was the possibility that it could drop into the crankcase if there was too much tilt while presenting the shaft. If that happened, the engine would have to come out again and we take off the oil pan. We decided

LBC TECH by Frank Wissman

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

to **Superglue** a large socket on the shaft and feed it in with a socket extension.

It worked perfectly, and a quick twist snapped off the socket (Superglue has very low shear strength). If you want to do this correctly, install the shaft early in the build when the oil pan is off, the shaft will be held in place by the sleeve with two mounting ears that the distributor is fed through. Now you know.

Most of the assembly was routine, but when it came time to put the radiator in, we remembered what a bear it was the first time the aluminum radiator was installed – mounting holes didn't line up, the lower hose was pretty tough to

thread through the frame and slide over the pipe. **Will** suggested we put the fan on now, but there was clearly plenty of room so Mike and Gene dove in. Because the mounting holes don't line up, a bracket that attaches the fan mount to the fender had to be removed from the fenderwell, and then it went in a little easier. When it was time to install the fan, it was obvious we should have listened to Will. We got it done, but it took almost a half hour rather than a minute or two.

A nice touch Tom added is the adapter for a modern spin-on oil filter.

The new generator required quite a few spacers to line up the pulleys, plus it looks like it wants a 10mm wide belt but the length is still unknown – seems like this



is where we call it a day. There are some vacuum lines that need to be run, the starter solenoid needs to be connected, the oil pump needs to be primed, add plugs & wires and fluids, final ignition timing... so another session is planned for next week. 🇬🇧

MYSTERY PHOTO



Can you identify the car and the BCCC member on the left?

LANDS' END BUSINESS

Whether you're new to the area or not, the folks at **Lands' End** are offering **35% Off** Land's End labeled merchandise with **\$NO minimum purchase** excluding taxes and promotional products. When placing your order, please call the **Business Division** at **1-800-497-6566** and mention the **promotion code OUT23**. This offer is **valid through Friday, March 10th** and may also be used on the website <https://business.landsend.com>. They have the files to embroider our **BCCC logo** on whichever items you choose. 🇬🇧



**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@scoast.net for complete details.

FREE BMW CONVERTIBLE CAR COVER – I have a **Car Cover** that fits a **BMW convertible (2-seater)** that I'd love to give away. Great condition, hardly ever used. Please contact **Millie** at **843-367-7250** 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.



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>



MARCH 2023

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

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5 9am – 11am <i>Fly-in at Mt Pleasant Airport</i>	6	7	8	9	10	11 2pm – 5pm <i>Annual Oyster Roast and BCCC Monthly Meeting at Brickyard Plantation Clubhouse</i>
12 Daylight Saving Begins	13	14	15	16	17 St Patrick's Day 2pm – 5pm <i>Charleston St. Patrick's Day Parade</i>	18 9am – 11am <i>Sea Islands Cars and Coffee</i>
19	20 Start of Spring	21	22	23	24	25
26	27	28	29	30	31	1 9am – 3pm <i>Carolina British Classics XV</i>

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: _____