



The WINDSCREEN

MAY 2023

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Volume 40, Number 5



2022 BCD Best in Show 1930 Bentley 4.5 Litre / Owner: Gordon King

INSIDE THIS ISSUE

4

BCCC'S APRIL MEETING – Thirty-six members attended our fourth meeting of 2023.

11

COVER CAR STORY
Gordon King's 1930 Bentley 4.5 Litre is possibly the last Bentley sold from Bentley Motors.

15

15TH ANNUAL CAROLINA BRITISH CLASSICS CAR SHOW
A great start to the 2023 Car Show year.

23

LBC TECH April Tech Sessions included a '73 Lotus Europa, a '65-ish Austin Healey Sprite, a '52 MGTD, a '57 MGA, a '67 XKE, and a '67 Austin-Healey 3000.

PREZ SEZ by Dave Rosato

The **100-year Centenary grill badges** have arrived. I just got notice that the **BCCC Club grill badges** will arrive on May 4th. We sold 23 Centenary badges and I ordered 27, 4 extras. 3 of the 4 have been purchased, leaving one available for purchase for \$40. We sold 33 club badges, I ordered 50. So, we have many more of those available at \$35 each. I will bring both to all club events.



I'm proud to say that there were 16 club member cars at **Animals, Art & Automobiles** on April 16th. For days prior to the event, rain threatened the day. But it turned into a perfect show day. I want to thank everyone who supported **Hallie Hill Animal Sanctuary** by bringing their British cars, and in a couple cases, their American and Japanese cars. We had four award winners, **Scott Bluestein** and **John Scott** receiving first and second in the British class, **Lewis Hay** receiving first in the catch all class and **Bob Brooks** getting the **People's Choice award**. Congratulations! (see page 6)

We continued our **Tech Sessions** with one on **April 7th** on **Tyler Neill's Austin Healey Sprite**. More on that later in the *Windscreen*. Then on **April 13th** we had a **Tech Session** on four cars. Again, more details later in the *Windscreen*.

Our **3rd Blue Ridge Mountain drive** is in just a couple weeks. We have **nine cars** and **16 people**

going. If you're interested in seeing our plans, click [here](#). **Millie** has just scheduled a couple events. We will be visiting the **FeNIX garage** on **Saturday July 8th at 9:30am**. They work on all types of classic cars. There will be coffee and donuts. We will have our **Monthly Meeting** there. Please RSVP to [Millie](#) if you plan to attend.

Thanks go out to **Pat** and **Ken Kreuzer** for helping to organize a **cookout** at **The Ponds Farmhouse** in **Summerville**. It will be on **August 12th**. We will also hold our **Monthly Meeting**. This will be rain or shine as there is a covered open area and air-conditioning in the Farmhouse. To make the day complete, we will be having a **rally from Mt Pleasant to The Ponds**. Each car will be given the route to be taken. You will look for clues along the route to answer questions. The one with the most correct answers will win. More details to come. 🍷

Safety Fast – Dave

VP'S CORNER by Bob Simons

Well, If April showers bring May flowers what do May flowers bring? ...Pilgrims! While the month has been damp, the rain seems to have been mostly at night and the days perfection. The last week of April has been **Charleston Race Week**, with the harbor full of multicolored sails, a kind of aquatic floral bloom. I love sailing, and used to do quite a bit of it. It's just, over the years, I've found it easier to enjoy the 'iron sail', and much more convenient to enjoy the iron sail on wheels in an LBC. So, the racing dinghy in the yard (only wet by the rain for a decade) is going to a local training program. The power of the wind may be free, but the cost of capturing it is significant, sometimes giving things away makes you richer. SO, please look around

and think of things you might like to re-home, and remember the **Silent Auction** is a major fundraiser during **British Car Day**. Items don't need to be car related, but should be something people could buy & take home that day.

The last Saturday of the month found me walking down **King Street** perusing new summer attire on an aforementioned perfect morning. Suddenly, before my eyes appeared something small, sporty and **British**. Reaching into my wallet, I took out one of the Club Business cards and presented it to the driver while the young man was caught by a light. I invite you to keep a few cards handy for just such an occasion.

So, I expect May to present plenty of fine driving weather.

Get that British Iron out of the garage and **I'll see you on the road** (or sidewalk)! 🇬🇧

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

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



BCCC REGALIA

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

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

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

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

BCCC APRIL 2023 MEETING

by Irene Breland

The BCCC's fourth meeting of 2023 was held at **Rutledge Cab Company** on April 8th. Thirty-six members were in attendance.

Dave opened the meeting using the headphone speakers to reach everyone. He announced BCCC window decals were available at the front table. He then summarized the past events and thanked **Nick Sherrill and family** again, for hosting the **2023 Club Oyster Roast**. Discussion on a club rally followed with reference to the successful Myrtle Beach club's recent one. It seems to be a popular idea that may come to fruition later this year.

Dave then did a parts show and tell on **Teddy's** recent **Spitfire transmission rebuild**. The failure of a new shaft, not hardened properly, destroyed the Lay Gear. It was obvious in looking at the old shaft and the bent and scarred new shaft that the metal was different. It was also obvious from looking at the chewed up Lay Gear that the new shaft failed. The supplier has been contacted but has not responded to what they will do

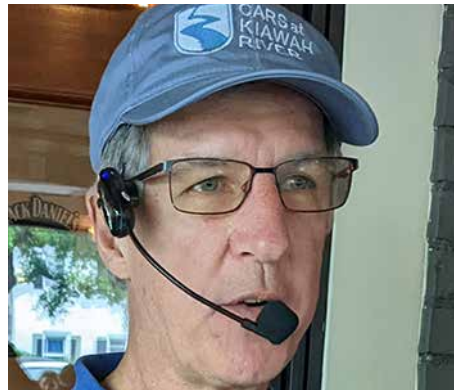
to fix the now expensive problem. **Dave** reminded us that we need to be very careful in inspecting the parts we order before using them. Check the [website](#) for more tech session information. **Dave** also reminded members to let him know if they needed a tech session.

Events coming up in April include the **Hallie Hill Animal Sanctuary's, Animals, Art & Automobiles** on **April 16** (Contact Dave if interested in volunteering). Several BCCC cars are already registered.

Richard Fritz asked if any members were planning to attend **The Gathering** in Georgia this year.

Cars at Kiawah River (formerly Cars on Kiawah) announced registration for exhibitors and volunteers for the **October 14th show** will open **May 1st**. We then had a drawing for a couple of hats with the new logo.

Discussion then followed on the **Hilton Head Concours** show in **November**. BCCC has been invited to participate in the **Saturday Club Day** event. This year we are allowed to submit 8 cars with 6 being chosen by **Hilton Head** to display. The other two are alternates.



BCCC APRIL 2023 MEETING*(continued)*

Contact [Dave](#) if interested.

BCD discussion followed with **Dave** letting members know that [Bob Simmons](#) needs help with **Goodie bag** items. Also, **Silent Auction** needs donations. Contact [Natalie Bluestein](#) if you can help get items for the auction. The auction is a big part of BCD raising a substantial amount of money that helps support the event.

All kinds of items work for the auction! Contact [Gary Brown](#) with leads or questions on sponsorship spots.

Dave ended the meeting announcing that **Grill Badges** have been ordered and will be in soon. 🍷

Irene Breland



ANIMALS, ART & AUTOMOBILES

Saturday, April 16, 2023



Scott Bluestein / First Place British Class



John Scott / Second Place British Class



Lewis Hay / First Place Other



Bob Brooks / People's Choice Award



ANIMALS, ART & AUTOMOBILES

Saturday, April 16, 2023



ANIMALS, ART & AUTOMOBILES

Saturday, April 16, 2023



WELCOME NEW MEMBERS

Todd Altman
1975 Triumph TR-6

Bruce Matrisciani
1980 Triumph Spitfire

*We Look Forward to
Many Happy Miles Together!*



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The British Car Club of Charleston Proudly Presents

CELEBRATING 100 YEARS OF MG

1923  2023

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MG TC
1945-1949



For More Information
and Car Registration Visit
BritishCarClubCharleston.com

BCD

38

38th ANNUAL British Car Day SATURDAY OCT 21 2023

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



*British Car Club
of Charleston*



THE 38TH ANNUAL BRITISH CAR DAY

SATURDAY OCTOBER 21, 2023

PALMETTO ISLANDS COUNTY PARK, MT PLEASANT, SOUTH CAROLINA

CELEBRATING 100 YEARS



BCD HISTORIC DISPLAY

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

NEW SPONSORSHIP LEVELS AND BENEFITS NOW AVAILABLE

PREMIER SPONSOR: \$2,500 – 1 AVAILABLE

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

DIAMOND SPONSOR: \$1,750 – 3 AVAILABLE

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

GOLD SPONSOR: \$1,000 – 5 AVAILABLE

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

SILVER SPONSOR: \$500 – 10 AVAILABLE

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

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

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

SPECIAL FRIDAY PRE-EVENT RECEPTION DAY



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

For Sponsorship Application Form or for more information, please contact

Gary Brown at gary@britishcarclubcharleston.com.



COVER CAR STORY

1930 Bentley 4.5 Litre
by Gordon King

Walter Owen Bentley (WO) was an engineer, motorcyclist, and a car builder. He and his brother started **Bentley Motors** in **1919**, a year after WWI ended. His aircraft engines had a great reputation for reliability, so it was an easy transition to automobiles.

In the company's short 11-year history they won the **LeMans 24 Hour race 5 times**. A remarkable feat. **Ettore Bugatti** was heard to comment the "*Bentley's were the word's fastest Lorries*" (English vernacular for truck). They were very fast and reliable. The "**Bentley Boys**" were a group of hip Londoner's who were interest in **fast cars and fast women!** They lived life to the fullest and funded many of Bentleys racing exploits.

My interest in Bentley's started in the early 1950's in **Rhodesia** where my dad was a car enthusiast and took



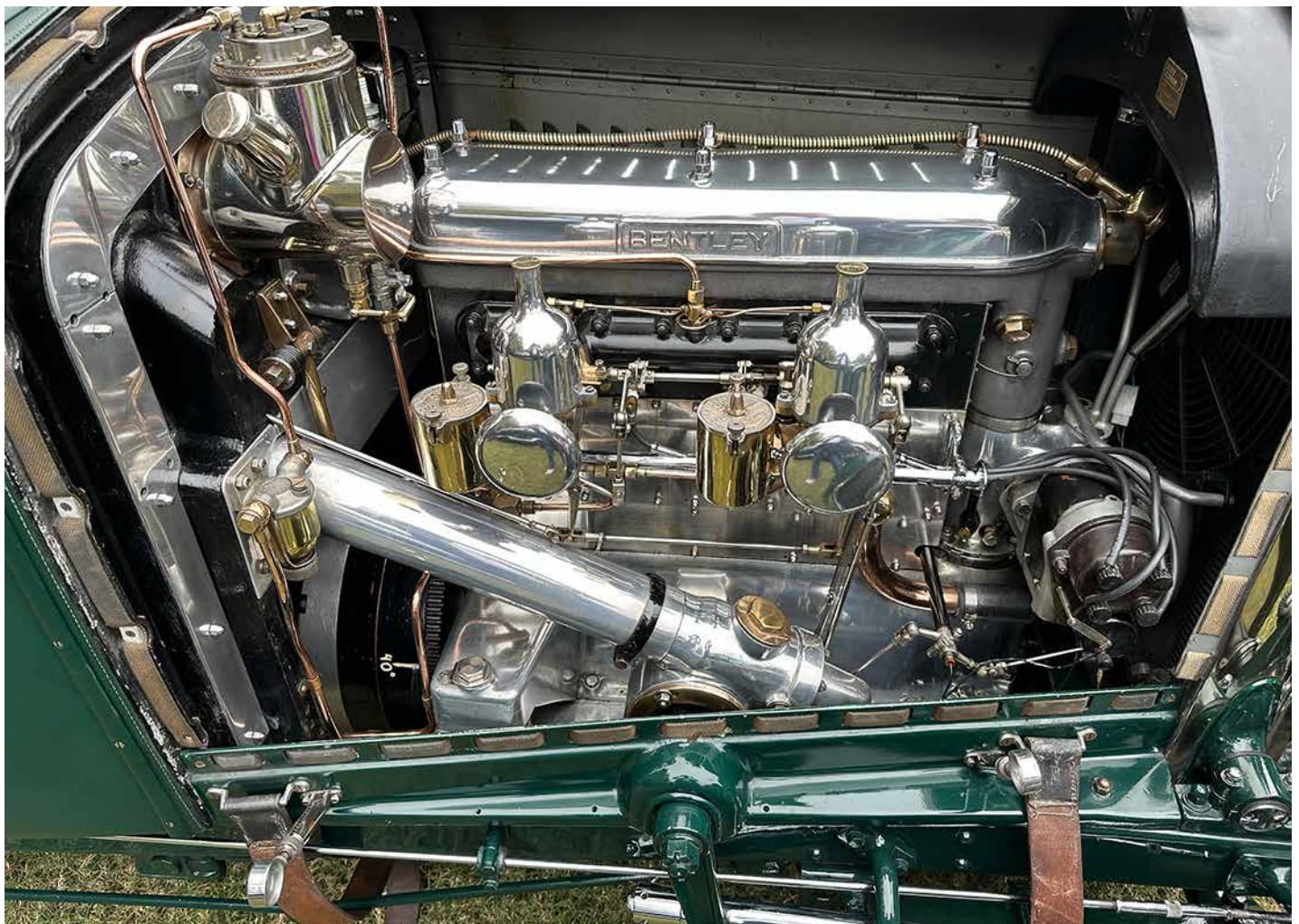
me to as many races as he could. It was there I first saw a **Bentley**. I was awestruck and I was suitably impressed with a promise to myself that one day I would own one. The day came in **2018**. A friend found me one in **England** that matched my specs. It was a **1930 model**



COVER CAR STORY *(continued)*

1930 Bentley 4.5 Litre

and possibly the last Bentley sold from Bentley Motors before they filed for bankruptcy on July 10th, 1930. All was not lost however. Competitor **Rolls Royce** used a



COVER CAR STORY *(continued)*

1930 Bentley 4.5 Litre

few sneaky tricks to become the owners on Bentley. Pretty soon WO was working for Rolls much against his wishes. But he was held to a contract and could do nothing about it.

In the tradition of the **"Bentley's Drivers Club"** my wife Sue and I acquired the car to drive and do rallies. We have done many in our short ownership. The best part is meeting **fellow Bentley owners** – all lots of fun and **not the "Trailer Queen" types** you might think. These folks **"Drive"** their cars. We have done thousands of miles in the last few years – all trouble free I might add. Not one "failure to proceed" event in our ownership. We have shown her at car shows and concours's where she always gets a nod.

For those with a "need to know" **top speed is about 80 mph** and she gets **16 mpg**. With a **40 gallon tank** she has great range. We recently hosted the **NAVBM (North American Vintage Bentley Meet)** here in Charleston. We had **34 WO Bentley's** here for a week's worth of Lowcountry Driving. Everyone had a blast! 🍷

Gordon King



SEA ISLAND CARS & COFFEE

Saturday, April 15, 2023



Don Wathne's Silver Ghost



Ed Harley, Millie Horton, Scott Bluestein, Merrill Benfield, and Andy Beall in front of Millie's MGA



DID YOU KNOW?

Few things are equally loved by both **bank robbers and policemen**, but the **Jaguar Mk2** is an exception. Launched in **1959**, it was the epitome of the "Grace, space and pace" that marque founder **Sir William Lyons** said should define a Jaguar. Gorgeous bodywork, a smart wood and leather interior plus engine choices including a 200bhp 3.8-litre straight-six meant that the Mk2 could hit **125mph** with five people on board. That made it the first choice as a **getaway car** – and for the **police** who were chasing the crooks.



15TH ANNUAL CAROLINA BRITISH CLASSICS CAR SHOW

Saturday, April 1, 2023

Having fourteen years of prior experience planning and organizing the **Carolina Classic in Columbia**, the **British Car Club of Midlands Center** has got their collective act together. Registrations, accommodations, breakfast treats and coffee, boxed lunches, awards, music, and organization of the worker-bees all developed to perfection; however, one imperfect aspect of the show is the weather. You can predict it, but you can't guarantee it.

This year's weather was iffy from the get-go. Storms were predicted but the arrival time and duration was changing frequently, well, like the weather. Everyone was watching the overcast skies for signs

of rain, but the show went on. The drummers and bagpipers from **Tartan Day South Festival** were marching around and playing without a care for the alleged oncoming storm. All the British Car guys went on about their business with set-up, detailing and discussing their LBCs. Spirits were high and the weather was just something we would deal with, whatever it would be.

There were those registrants who decided to change their plans for the Carolina Classic when storms were posted for the day. About one-third of them stayed home. It's understandable that people don't want to drive an antique car in bad weather or



15TH ANNUAL CAROLINA BRITISH CLASSICS CAR SHOW

Saturday, April 1, 2023

even take a chance on it happening at all, but those who tossed the forecast out the window had a great day in spite of 45 minutes of not too bad precipitation. The upside of that short rain delay was the good opportunity to get to know each other better as we crammed under the tents to stay relatively dry.

With about a third of the registrants missing, the show's content was thin, but the quality was still quite high. Being the **100th Anniversary of the MG** there was a significant number of MG's on the field. TD's, TF's, GT's, A's, and B's made up the largest marque presence on the field. There were a couple of new MG's, a custom V8, called the Silver Lady, a 4X4

B, with a few sedans rounding out the MG display. **Sunbeam** owners made their presence known with a strong showing of 15 cars including two rare **Harrington Le Mans Coupes**. **Austin Healey's** came on strong too, followed by **Triumph, Jaguar, Lotus, and Wolseley**.

All-in-all it was a great start to the 2023 Car Show year. And it only gets better the more we all participate in sharing our cars and introducing others to the British Car experience.

Richard Fritz

15TH ANNUAL CAROLINA BRITISH CLASSICS CAR SHOW

Saturday, April 1, 2023



15TH ANNUAL CAROLINA BRITISH CLASSICS CAR SHOW

Saturday, April 1, 2023



15TH ANNUAL CAROLINA BRITISH CLASSICS CAR SHOW

Saturday, April 1, 2023



THE FRENCH CONNECTION / PARTIE QUATRE

by Robert Morey

I have been waiting to do this trip for most of my life, and here we are—it's finally happening: staring wide-eyed and picking handfuls of museum advertising cards and maps out of a rack in the local tourist bureau and circling the best possibilities on our maps so as not to miss anything. This dream is coming true!

We chose to drive the coast from west to east, starting at "**Marie Saint Eglise**," the location of the famous "**Airborne Museum**". Here some of the first fighting of the invasion happened; paratroopers and gliders landed here. The church in the main square even has a permanent outdoor display: a parachute and mannequin of paratrooper **John Steele** hanging on its steeple tower—a bit of bad luck as he was stuck there watching the fighting. He played dead so the Germans wouldn't shoot him but was discovered and captured.



The museum is a very short walk away, and in it is the only surviving glider from the invasion. This, our first day of this journey into history, suddenly becomes very



somber. The museum is filled with artifacts and photographs of the action; the bloodshed was horrific. It's a must-do on any tour of the **D-Day Beaches**.

Thankfully, to bring things a bit more upbeat, there is a brewery nearby (those of you who know me are aware of my innate sense of craft beer locations!) After some liquid mood enhancement and a delightful cheese selection, no time to lose as we intend to cover the few museums that are open and walk some of the beaches. In season, when everything is open, I would, given all the leisure time I need, spend at least 4 days here; there is a lot to see and do. Sadly, we are here in off season and the "**Overlord**" museum (a top choice) is being renovated and scheduled to reopen the week after we leave (naturally), but just walking on the beach, looking at the cliffs men scaled while under heavy gunfire and seeing the vast number of graves, the seemingly endless rows of white crosses, the large gun mounts and concrete bunkers, some of which show the scars of direct hits during the battles fought here, surrounded by craters, the gunfire and explosions must have been deafening. . . .

Between each of the museums are great well cared for roads and amazing views; as usual in France the driving is safe and easy. One can stay near the water and casually motor along from one scenic village to the next, maybe stopping for a bite and a rest. There seems to be no sense of urgency anywhere: that war is long past.

For me, it's a driver's paradise, simply zigzagging through the countryside letting the curves of the road choose our path. 🍷 **Robert Morey**

RARE PHOTOS CAPTURE THE FINAL DAYS OF MG'S ABINGDON FACTORY

by Jon Burgess for Hargerty Automotive History



After the end: John's B roadster and BGT V8 at Gate 3, Abingdon on 26 October 1980. The earlier car was ordered from University Motors, London, on the day the MG BGT V8 was announced on 15 August 1973.

All Photos Courtesy of John Dupont.

October 24 1980 was a dark day in MG history: It was the day the storied 'Pavlova' works in **Abingdon, Oxfordshire** was shuttered, killing off the marque.

MG, then producers of the **MGB** and **BGT**, wasn't reorganised into **British Leyland's Specialist Cars Division**, which protected the likes of **Land Rover, Jaguar and Triumph** from money-saving programmes. Initiatives like these made the conglomerate over **£30 million**.

To the chagrin of sports car enthusiasts worldwide, the writing had been on the wall since 10 September 1979, and **Midget** production had ended that year as activities were wound down. MG was losing money on

every Midget built, and BL's corporate pockets were too shallow for the constant modifications needed to keep up with emissions standards.

The **MGB** soldiered on until the bitter end; late plans to convert the car to use the new O-Series engine came to nothing. The last MGB, a white roadster, [left the line on 22 October 1980](#). The works themselves stood until 1997, when they were demolished. Today you'll find houses in its place.

Arch **MG enthusiast, John Dupont**, of **London**, whose love of the marque began 55 years ago when he bought a new 1275 Midget, toured **Abingdon** two weeks before



Production at Abingdon had already slowed down from 600 cars a week to 381 units by the time this image was taken in October; staff were working three days a week. More than 700 assembly line workers were laid off when MG closed. 513,276 MGBs were built between 1962 and 1980.



RARE PHOTOS CAPTURE THE FINAL DAYS OF MG'S ABINGDON FACTORY

(continued)

the shutters came down for good, taking his then-new MGB roadster back to its birthplace. He kept the images in his private collection until this year, when he had the means to scan the 35mm transparencies.



"I'm honoured that so many people want them," John said, whose photos have been downloaded by more than 200 people via Facebook.

42 years later, he decided to share his 26 previously unpublished shots, rights free, on the [MG Factory Abingdon remembered Facebook page](#) – before extending the invitation to enthusiasts worldwide. John's images are now available, and [can be saved via this WeTransfer link](#). (Ed – Unfortunately this link has expired.)

On 12 October 1980, John's then-new B roadster posed with the last batch of B and BGT shells ever to



Keeping up with safety legislation was vital for the likes of the MGB, which was signed off in the late Fifties and released in 1962. This rubber-bumper car was stored at the factory after crash testing.

arrive at Abingdon from **Pressed Steel Fisher** (now MINI Plant Swindon) – an event that can never be repeated.

John's tour that day took in the works – where we see Bs and BGTs in various stages of calm, orderly assembly, inside and out. A second visit, on 26 October 1980, shows his 'B and 'BGT V8 outside the now-closed factory gates. Cine footage from the time shows the ex-leather works emptied of cars.

"It's been over 40 years, and the factory needs to be remembered," John said.

Many thanks to Jon Burgess and Hagerty for this article.



In October of 1980, John's then-new B roadster posed with the last batch of B and BGT shells ever to arrive at Abingdon.

LBC TECH by Frank Wissman

Brent Varitz's 1973 Lotus Europa Brakes & Suspension Pt. I

Club member **Brent Varitz** has a **73 Lotus Europa**, which is the best handling street car I've ever driven, by the way. A little while ago he noticed the brakes were dragging and asked if I could stop by and take a look at it. Well, you don't have to ask me twice to work on a Lotus! It seemed to be at the right rear, so we put the rear of the car on jack stands and confirmed the right rear was dragging so we took the wheels off. The first thing that jumped out at me was the brake drum seems to be held in place by a large axle nut. By large, I mean 1 ½" large, so I made a quick run to the auto parts store but that came up empty; and who was leaving the store at the same time but **Bill Tucker**. We chatted and he thought he might have a 1 ½" socket so I followed him home, but this wasn't the day for handy tools. Still, how cool is that when you are working on one **BCCC** member's car and you run into another member, who of course offers to help. Nice, but no socket, so it seems like this is a good

time to go home to get the socket and grab my spare impact wrench as well.

Starting on the right wheel, we quickly straightened out the large D-tabwasher locking the nut, and the hub nut easily came off. The drum really didn't want to come off, but with some large screwdrivers it was free. And it was obvious what the problem was – about 2/3 of the brake lining had de-bonded from the shoe and had wedged itself between the still attached brake lining and the drum.



Looking closer at both the lining and the shoe, we could barely see a bondline of glue, so I hope the next set of shoes is better made. Taking the rest of the assembly apart, we see that a hub spacer is worn a bit, so we will compare the spacer with the left side and start looking up what parts are available. And the inevitable – 'as long as we're here' kicks in so new shocks and uprated, lowered springs might as well go in, too. Our next session was examining the front brakes – they seem fine but since the caliper rebuild kits

are easy to source and surprisingly affordable, the call is made to do all of the brakes on general principle.

The first caliper we looked at just needed to be wiped down and could be reused as-is but it will get fresh seals. The other side had some mild rust that should clean up nicely with chrome polish and then it will be rebuilt as well.



Then the rear backing plates came off. Oh boy, that's when we found out the right radius arm has a lot of slop. We will take both arms out next session, hopefully it is just a bad bushing. We also found out the brake backing plate on one side was missing a boot and the other side was missing the two clips that

LBC TECH by Frank Wissman

Europa Brakes & Suspension
Pt. I (continued)

hold the slave cylinder to the backing plate!

Later

We had a good session taking off all the shocks and springs and removing the bushings from the radius arms. It was clear that the right bushing was shot, what was a nice surprise is how easy they came out. Next is pressing the stub axle out of the bearing in the hub carrier. The factory service manual had an interesting illustration – the puller they show simply can't be realized – it's an **impossible design** that exists only on paper because the back half is in the same space as the axle we need to push out of the bearing. Not a problem, we made a press fixture using 3/8" plate, a grade 8 bolt and grade 8 nut that is welded to the inside of the fixture for more strength, and some threaded rod with nuts and washers. (see images at top right)

The right hub carrier came off

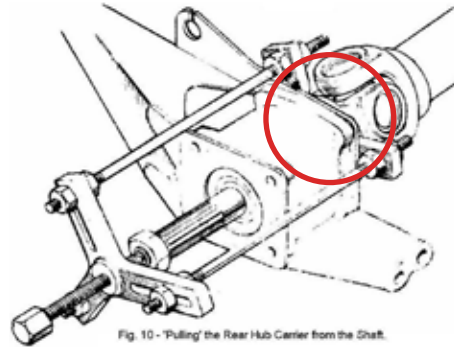
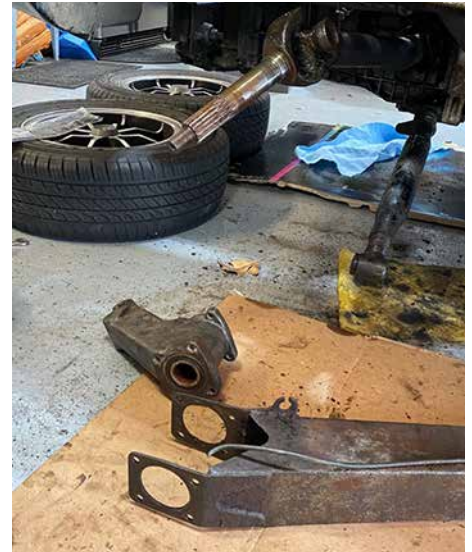


Fig. 10 - 'Pulling' the Rear Hub Carrier from the Shaft.



the stub axle easily, and it looks like only the bushing at the front of the radius arm needs replacing, the bearings seem fine. The left arm/carrier had some thread issues so that's being addressed next, but it looks like this arm should come out as easily as the right.

All parts are in stock at **Euro-pa Engineering**, which is great. I'm kinda nervous about how much shipping charges from the **UK** will be, but it's one stop shopping for everything, including some small but essential pieces of drum brake hardware that I seriously doubt we could find stateside. 🇺🇸



From bottom to top we see the radius arm, hub carrier and stub axle.

HAPPY BIRTHDAY
For April

John Bigler	1
Fred Motter	1
Christian Adams	4
Will MacPhee	6
Kent Tucker	8
Bonnie Gibeaut	9
Lee Higdon	13
Frank Neill	14
Mary Ellen McClain	14

Brian Smart	15
Louis Tripician	16
Wray Lemke	17
Michael Siegmund	17
Connie Pickens	19
Diane Rowan	19
Ruth Moschel	19
Michael Gilmartin	22
Kyle Romanick	22

Richard Rothman	22
David Plesich	25
Lynn Rosato	25
Matt Zender	27
Philip Carver	29
Frank Wissman	29
Fred Reeser	31

APRIL 7TH TECH SESSION by Tyler Neill**My 1965-ish Austin Healey Sprite Motor, Transmission, and much more!****Saturday, April 7th**

What a day!

We had lots on the agenda for my **1965-ish Austin Healey Sprite; Motor and Transmission** needed to go in, **Carbs** needed to be reassembled, **Interior carpet kit** and **Vinyl kit** needed to be installed, a refurbished **wiper motor** needed to be swapped out, **brake/clutch master cylinder** and **clutch slave** needed to be bled and a new **SU fuel pump** needed to go on.

I loaded up my truck full of parts in **Atlanta, GA**. With my motor in a crate and the car finally on the trailer I headed to **Charleston!**



I was very grateful for the amount of club members that showed up to help me out with my project. It has been on hold for far too long, as I simply couldn't get the motor and transmission in on my own.

We started by removing the motor from the crate and getting it

strapped up to the overhead pulley system. The engine and transmission went together smoothly, then the install was fairly straightforward except for the ratchet strap handles getting in the way of the motor mounts!



We took a short break for some pizza, and maybe a beer or two, and we were back to work.

After a couple of hours tinkering with the carbs and reconnecting the exhaust, brake/clutch hard lines and all the miscellaneous hardware that went along with it, everything was complete!

Everyone worked in groups to knock out individual components so quickly I was super impressed on how well it all came together. You guys are getting really, really good at this!

As a side note – if you ever want to know how a **65-ish Sprite Wiper Motor** works, **Dave** and **Gene** are professionals now!

Meanwhile, I installed my new solid state SU Fuel Pump. My old one was so noisy and now the new one runs without a sound!

As the crowd dwindled down, my dad asked me if I wanted to try to fire it up or would I rather get started on the interior.

This car has been without an interior for 22 years, so I eagerly pleaded to have them help me with gluing down the carpet pieces. We had to remove the seats to place the carpet underneath them and we test fit the entire kit to make sure we all understood where each piece was to fit.

Then we cleaned the car as best as we could and applied a few coats of the 3M adhesive. After letting the adhesive tack up a bit, we carefully laid each piece in and smoothed out the carpet as we pressed everything into place.



APRIL 7TH TECH SESSION (continued)

By the time we finished this, it was well after 7pm so we said we could call it quits there and revisit the next day.

We got a late start the following day and got straight to work bleeding the brakes. Everything was going perfectly until we discovered that the brand new "Aftermarket" brand **Master Cylinder and Slave Cylinder** that I had purchased from Moss had **BOTH failed!** I usually subscribe to the "Buy Once, Cry Once" mentality but Diapers are expensive these days so I cheaped out and got what I paid for.

We took the **Slave Cylinder** apart in an attempt to fix it, but it just kept leaking and wouldn't hold any pressure so we gave up and decided to move on to getting the car running.

I'll be calling Moss on Monday morning, hopefully they will work



something out for me to get a credit for these defective units.

The car hasn't run since the **BCCC Emberglow trip of 2021**, so I was a little nervous. After turning the motor over a few dozen times until

we got oil pressure, it fired right up on the first crank without the use of the Choke! It idled a little rough, but after we discovered that we had overfilled the **Carb Dampers** ever so slightly, it all smoothed out.

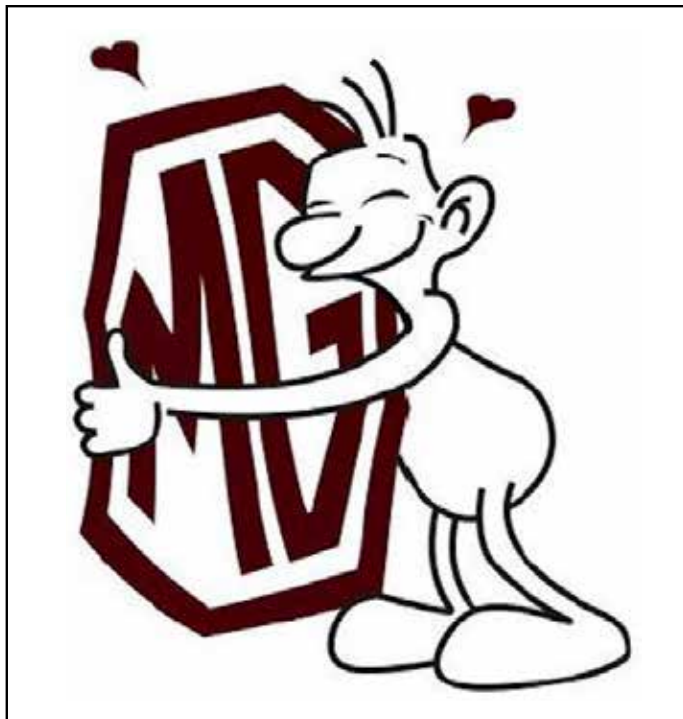
We checked the timing, which was bang on, and I electrocuted myself on one of the coil wires. Fun times.

We packed everything up around 6pm and I headed back to **Atlanta** to be with my family for Easter Sunday.

I was inspired to keep working on my car when I had a few moments and got the Vinyl kit mostly installed.

In closing I just wanted to thank the **BCCC** and everyone that helped me with my project! It was great seeing all of you and it was an absolute blast to knock all this out and have some good laughs along the way!

I'm looking forward to the next one! 🍷 **Tyler Neill**



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APRIL 13TH TECH SESSION

by Dave Rosato

We had **four cars** planned so some forethought was needed. **Jerry Smeltzer's 1952 MGTD** was getting new brakes shoes and cylinders and a new Master cylinder, so he was going in the bay with the lift. **Gary Brown's MGA** was getting a general checkup, so he was put into the other bay. **Frank Neill's AH** and **Louis Tripician's XKE** shared the pad in front of the garage. It was a nice day, so we took advantage of it. Most everyone showed up promptly at 9am.



The **TD** was put up on the lift and **Tom Huff** charged into it, removing all the wheels, brake drums, shoes and cylinders. We soon noticed that the nuts from the front brake cylinders didn't fit the new ones, different thread pitch. So, **Jerry** and I took off in my **MGA** in search of appropriate nuts. At my favorite local hardware store, we couldn't find ones that worked in metric or standard. So we went to the closest auto store. Again, no luck. While at the auto store, I got a call letting me know that **Louis** finally showed up in the **XKE** with an **overheating engine** and a **shredded fan belt**. They gave me the number off the belt and we bought a new one. As



far as the nut, a call to **Moss Motors** was needed. The second person I talked with gave me information that made sense. The nuts are 5/16" with 22 threads per inch. **Whitworth** strikes again. Standards are 18 and 24tpi. We bought 10-5/16" with 18 and 24tpi and we headed home.

It turned out **Tom Huff** had a 22tpi tap and die which agreed with the studs on the new brake cylinders. We ended up running the 22tpi tap into the 18tpi nuts and using them. Jerry will buy the new and correct nuts from Moss and replace them later.

APRIL 13TH TECH SESSION (continued)

Frank Neill, Frank Wissman and Gene Carter all worked on replacing the **Jag's belt**. An **aftermarket AC** had been installed with new idlers which ended up asking the V-belt to do more than originally intended. But they got the new one in. My guess is, the belt will need replacing every couple years. **Louis' XKE** was there to install a **new bushing** in the **steering column**. I decided to work on that. There was a ton of play in the steering column, making it almost dangerous to drive.



This was the unknown of the day, something we've never done. I just started by removing the steering wheel and just kept removing stuff along the steering column. Things actually went pretty smooth until it was time to install the **new plastic/rubber bushing**. It went between the steering shaft and the column support. The support had slits cut in at the top and bottom. We pounded a screwdriver into each giving more clearance for the new bushing. After 20 minutes and prying, pounding and pushing I got the new bushing in place. Everything went back together nicely. Louis took the car for a drive to make sure the steering wheel was on correctly. When he returned it just needed a slight adjustment.

I went back to see how the **TD** was doing. In looking at the rear left side brakes, I noticed that the oil



seal was leaking. I checked the other side and at the differential input at the driveshaft. The seal at the driveshaft was also leaking. I called **Darryl Beech at Charleston Import Automotive** to see if he had any in stock. I left a message. A short time later my call was returned by one of his workers. They did have two axle seals and one driveshaft seal in stock. **Frank Neill** took my **Beemer** to get them. This turned into a long frustrating drive for **Frank** as there were miles of bumper-to-bumper

APRIL 13TH TECH SESSION

(continued)

traffic on rt17. When he got back, replacing the three seals was an easy task. We topped off the differential with oil. It was pretty dry as it took over a quart. **Tom** got the Master cylinder replaced. This is not a small task as it is under the car. The brakes were then bled.

Frank Neill's AH 3000 had play in the steering and needed new clips on the door windows. **Frank, Frank** and **Gene** took a look at the steering box. There is only one external adjustment in the steering box. They first checked that the box was properly lubricated. There is a fill plug at the top which was removed. It takes a special lubricant, thicker than 90 weight, but thinner than wheel bearing grease. The box is supposed to be nearly filled, which it was. Next the locking nut on the adjuster was loosened which allowed you to make the adjustment with a screwdriver. The adjustment nut was turned until resistance was felt. The locking nut was then tightened. I got a text this morning from **Frank**, the day after, letting me know that the steering play was gone. The window clips will be replaced at the next **Tech Session**.

While all this was going on, **Frank Neill** and **Gary** checked the timing on the MGA. It looked good. After working on the **Jag**, I helped with the A. One easy test that can be done with the **SU carbs**, is to put your finger in the intake and lift the piston. There should be a lot of resistance. When all the way up, let it drop. It should drop very quickly



with a thud. Well, the right piston did, and the left did not. This indicated that something internally is dragging. Usually, it is the needle sliding on the walls of the jet. There is a special centering tool to center the needle on the jet. You can get more on this by going to our website. The following link is to a collection of documents on carburetors, wiring and much more.

<https://www.britishcarclubcharleston.com/TechDocs/TechDocs.html>

To properly center the jet, you really need to remove the carb. Well, we lucked out as after a couple times making some adjustment, the piston dropped with a thud. Remember to install the large spring when replacing the top piston chamber. If you forget, the engine will run with a mind of its own, so we found

out. Thanks, **Frank**, for noticing the spring on the table. Another adjustment was made making the choke of each carb to operate together. These carbs need a small amount of damping oil at the top. Lifting the right piston seemed to offer more resistance than what I usually see. **Gary** used oil from **Moss Motors** specifically for this purpose. I have found if you find 10 recommendations for this oil, you will get 10 different answers. **Tom Huff** said **John Twist** recommends **90 weight oil**. I use oil for air tools, much thinner. We pulled the pistons and replaced both with **Marvel air tool oil**.

After these changes, the engine seemed to run much better. At this point, it was getting late in the day and the rain was starting. So, all left in hopes to get home dry.

Thus ended another very successful Tech Session. 🍷

Dave Rosato



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FOR SALE

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1974 MGB - This is a true chrome bumper car not a retro fit like some. Everything on this car works. I had the head re-built a couple of years ago. It has original tire jack and owners manual which you don't see often. Asking **\$16,500**. Contact **John Geddings** at johngeddings@bellsouth.net



1973 Triumph TR6 - Car is located at Coastal Auto Restyling, Conway, SC. Contact the owner, **Alan Yoho**, at 843-504-2888 or caratd@sccoast.net for complete details.



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.

MAY 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 9am–12pm Tech Session Bruce Mastricani Spitfire	5 9am–1pm Tech Session Wayne Carter MGTD	6 Drive Your MGA Day
7	8	9	10	11	12	13 10am–11:30am BCCC Monthly Meeting at Rutledge Cab Co.
14 Mother's Day	15	16	17 May 15 - 19 BCCC Blue Ridge Mountains Drive	18	19	20 9am–11am Sea Islands Cars and Coffee
21	22	23	24	25	26	27
28	29 Memorial Day	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

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WEBMASTER

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

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Oscar Smalls 1985	Alan Van doren 1989	Richie Hartley 2004-2006	Dave Rosato 2020-
Don Brown 1986	Mike Grosso 1990-1995	Diane Lambert 2007-2008	
Tom McMurray 1987	Jack Lambert 1996-2002	Richie Hartley 2009-2015	

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

Frank Neill (BCCC)

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

Signature: _____ Printed Name: _____ Date: _____

☐ Renewal ☐ New Member / Please provide a username and password for the Members Only section of the website.

Username: _____ Password: _____

☐ I give my permission to list my phone and email in the Membership Directory to be accessible to BCCC members only.

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

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