



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

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2023 BCD First in Class Winner 1974 TVR 2500M / Owner: Leonard Way

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PREZ SEZ by Dave Rosato

I hope you all had a wonderful holiday. It is that time of year when the **club dues** are due. So far about half the club, **117** of **215**, has renewed. If you haven't as yet, it is only \$30 and you can renew on our [website](#). If you're not sure if you have, log into the website and select "View My Information". If the expiration date is 1/1/2025 then you are all set.

I'm happy to say that at the **December Monthly Meeting**, **Richard Fritz** expressed his interest in taking over the **Vice President** position. We have all enjoyed reading Rich's articles in the *Windscreen*. Hopefully our outgoing VP, **Bob Simons**, will continue to keep us updated on his **Norton** and **MGTD** and continue to help with **BCD**.

We will be having a **Board Meeting** in **January** to discuss **event planning for 2024**. We will also be discussing how to best utilize the **club finances**. So, we are looking for suggestions from you. Please let us know what type of events you enjoy and suggestions for a specific event. 🇬🇧

Safety Fast,
Dave

TECH SESSION UPDATES

John Holbrook's Spitfire came to the Tech Session needing a new differential seal to stop a leak and a new Master Cylinder, both of which he had new parts. In checking out the differential, we noticed there was a lot of internal play. We had fixed a similar problem in **Gene Carter's Spitfire** earlier this year. So, we made a list of parts needed to rebuild the differential. We also found a leaking rear brake cylinder and decided that both rear cylinders should be replaced. We decided to do all work another day when the new parts arrived.

The next Tech Session we had **Don Durham** and **Craig Ferrer's MGB's**. Both needed transmission and engine fluid changed. **Don's B** had a strange flapping sound, primarily in first gear. He has been starting in second gear for a long time. It was hard to determine what was causing it, so we pulled the car in the garage and put the rear on supports. When running the engine in first, the sound was coming from the transmission. The u-joint just behind the transmission needed to be



changed but that was not the source of the noise. We all agreed that we would tackle removing the engine/transmission another day.

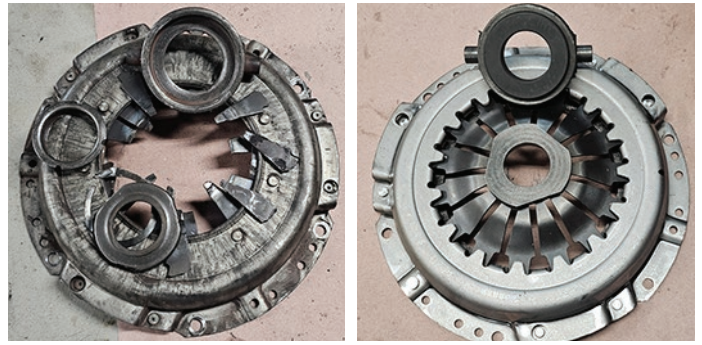
At that same Tech Session, **Logan Black** and his father **Rian** brought Logan's new-to-him **1979 MGB** to the house on a trailer. The clutch was shot on the car. We pushed the car into the bay with the lift. Several **You-Tube** videos showed that the engine and transmission were removed together to replace the clutch. Me being me, I looked at everything and decided that we should be able to remove the transmission by disconnecting it from the engine and dropping it down. This would be significantly easier than pulling the engine. The rear transmission support was bolted to the frame, so it was removed. The rubber mounts were so rotted we were able to just rip them out without unbolting them. We disconnected the u-joint and the bolts to the engine. We put a 4x4 piece of lumber between the fenders and used a strap to support the rear of the engine as the transmission rear supports normally supported the engine. We separated the engine and transmis-

PREZ SEZ (continued)

sion, supporting the transmission with my motorcycle hydraulic lift. We slid the transmission towards the rear as far as we could until the bell housing starter cover hit the tunnel. We now had to rotate the transmission to clear the cover. We got the two separated about 4 inches, but it still wasn't quite enough for the transmission shaft to clear the clutch pressure plate. So now we had to loosen the engine front mounts enough to move the engine forward an inch or two, easier said than done. Well, after loosening up the alternator, draining the coolant, removing the cooling lines and breaking a blade off the fan, we were able to move the engine forward enough to completely separate the engine and transmission. The transmission was then lowered to the ground. It was unanimously agreed, to my reluctance, that the engine would be removed when we mate the engine and transmission when we put the car back together.

It was shocking to see the condition of the **throw-out bearing and pressure plate**. The graphite in the throw-out bearing was completely gone. The steel graphite-housing was being used to push the pressure plate fingers eventually causing most of the fingers to separate. This had to be going on for thousands of miles.

While pushing the car into the garage, we noticed a lot of play in the steering. So, we looked into that next. The suspension on each side was solid. The tie rod ends were also tight. The excessive play was in the rack and pinion steering. We decided to remove the unit. A new assembly is about \$300. Another fairly new member to



Shown at left is Logan's throw-out bearing and pressure plate. The new throw-out bearing and pressure plate is shown at the right.

the club, **Parrish Chaplin**, met **Logan** at the **November Monthly Meeting**. In my conversations with **Parrish**, he had mentioned that he had several **MGB** parts cars. I contacted him about the possibility of getting a good rack and pinion unit and selling it to **Logan**. **Parrish** contacted **Logan** to let him know that he does think he had one in good condition and that he would sell it to him for what he bought the car for, nothing. A true **BCCC Club Member**. We made a list of new parts **Logan** needed for the next **Tech Session**. We tried to move **Logan's B** to the carport behind the garage, but the front wheels just didn't want to cooperate since the steering was removed. So, we decided the **Murano** would live in the carport and the B in the garage until the new parts arrived.

If you would like to join us to remove **John's transmission** or **reinstall Logan's**, an email blast will go out and the sessions will be on our website. You are all welcome. 🇬🇧

Dave



VP'S CORNER by Richard Fritz



There's a new VP in town and his name is **Richard Fritz**. I thought I would take this time to tell you a little bit about myself. But first, I want to thank **Bob Simons** for the time he has devoted to this club as your VP. He was the first person I talked to at **BCD** maybe seven years ago. He made it apparent to me that **BCCC** was a club that is well worth the price of admission. He was right and he's been a friend ever since.

You're probably familiar with some of the articles I've written for the *Windscreen* over the past couple of years. I enjoy writing them either to tell you about an event I've attended, a humorous experience I've had, or a serious op-ed on a topic that's caught my attention. Nevertheless, there's always something to say, and I'm glad that the **BCCC** gives me a 'soap-box' in the **VP's Corner** every month to start a conversation that could affect the way we think, act, and interact.

So, what about me? I'm married to my amazing wife, **Linda**, of 54 years. If you read the article on page 12 of this issue's *Windscreen*, "Why my wife wants nothing to do with my Sunbeam", you'll understand how amazing she really is. I've got 3 almost Senior Citizen children who are scattered around the globe. One in Chile, one in Costa Rica, and one on the road in her RV. Between the three kids, Linda and I have 5 grandchildren ranging in age from 12 to 21.

I am a Pharmacist by profession, but spent the

majority of my healthcare career in the pharmaceutical industry. I've worked in research & development, government relations, project management, clinical and commercial operations, Information Systems, software development, and end-user training.

I have served on local and county boards of education, served on the **Charleston Area Model Railroad Club's** Board of Directors, served on my HOA's Board of Directors, and worked within several Dale Carnegie Programs as a training assistant. I like to keep busy, and it keeps me off *Prevagen*.

So, what's my interest in **Little British Cars**? Simple, I love them. It started with my first **Alpine** in **1966**, and I've managed to keep **Alpines** in my life ever since. I've always loved the lines and designs of the British Cars. However, sometimes I have to scratch my head over a design that's either redundant or just stupid, but then I enjoy reading *The Journal of Irreproducible Results* too. I've owned only **Sunbeam Alpines** although, if I had the wherewithal to acquire one, I'd own a **1964 Aston Martin DB IV** in Rosso Red with a buckskin interior. Left or right hand drive doesn't matter. Maybe **Scott** and **Natalie Bluestein** can locate one for me.

I stepped up to this role as **Vice President** because I wanted to experience firsthand how a well-run organization makes it look so easy. I am, and have been, in other clubs where there is no sense of urgency to get things done, no leadership to guide the path forward, and no clear vision of the future. **BCCC** is not like that. In my years of membership I've felt welcomed with a sense of belonging to a **British Car Family**. People in **BCCC** are interested to others, always ready and willing to lend a helping hand, and I'm blown away by the popularity of the **Tech Sessions** and the commitment that **Dave** has to sponsor them in his garage. It's rare that this kind of membership benefit is found anywhere. It is truly special, and so is this club. People in **BCCC** are open and accommodating and they encourage everyone to participate in events and social gatherings. That's why I stepped up. I'm looking to be of assistance to anyone who needs it, just ask.

Thank you for welcoming me to the Vice President role in **BCCC**. I'm here for you. 🇬🇧

Rich

BCCC DECEMBER 2023 MEETING

by Irene Breland

The **BCCC Monthly Meeting** was held at the **Rutledge Cab Company** on **December 16th**, with **49 members** in attendance for the breakfast meeting at 10 am. Starting around 9:15 a nice variety of British iron started rolling into the parking lot. Of course, that resulted in folks milling around kicking tires and catching up on who was doing what to their cars and who went where with their cars! Several members mentioned the parking lot gathering was their favorite part of the meeting because it was more social. With the new year here, now is a good time to share your ideas on how the club can better serve the **200 plus** members that have joined **BCCC**. Social gatherings with our **LBCs** and **PMCs** are wonderful ways to get to know fellow owners and if recent conversations are an indicator, many of you would like to do that in conjunction with a meeting. For that to happen we need input and help from you with locations that can host a sizable turnout of members.

Once inside the restaurant and most in attendance settled, **President Dave Rosato** opened the meeting. He thanked everyone for coming. He then announced that the restaurant was not prepared for our turnout, which led to some confusion with coffee and breakfast orders.

Dave next went over the recent elections:

- No nominations were received for president and **Dave** agreed to serve another term.
- The **VP position** vacated by **Bob Simons**, who graciously served for several years, was filled by **Rich Fritz**.
- **Secretary Irene Breland** retired, and her position will be filled by **Millie Horton**.
- **Ken Smith** will continue as **Treasurer**.
- The new **Event Coordinators** are **Gene Carter** and **Mike Caristi**.
- **Frank Neill** agreed to take over the *MailChimp* database and **Frank Wissman** agreed to help with sending emails using *MailChimp*.

- New this year are two **Board Support Members**: **Irene Breland** and **Enrique Espinosa**.

Dave then discussed the recent "*Boogie to the Beach*" event and urged anyone with tech issues to contact him.

Dave then introduced the new event coordinators, **Gene** and **Mike**, who talked about some of the things they were planning. The events include an upcoming **Oyster Roast** and a drive to a **Georgia mountain Bavarian village**. They also will be putting out a survey among members on what type of events they'd be interested in doing.

Ken Smith then gave a year end treasurer's report. He reported that **BCCC** had **\$12,000.00** in the bank.

Wray Lemke announced that he still had several cases of **Old Speckled Hen Beer** that was donated to **BCD** and did not sell at the **BCD** show available on first come-first served at \$20 per case. All proceeds are going to **BCCC**. A rush to his table ensued and I am pretty sure they are now gone. **Treasurer Ken Smith** will be depositing a wad of \$20 bills!

Dave then discussed his use of **LED lights** on his **MGA**. Contact him and/or refer to the [website](#) for more information.

Rich Fritz then brought up a stash of **mini Minis** for anyone who wanted them. The truly little **LBCs** were quickly claimed.

Dave then closed the meeting. 🇬🇧

Respectfully Submitted,
Irene Breland

WELCOME NEW MEMBERS

Jamie Gillette and Ryan Herbst
1974 Triumph TR6

Marshall Walker
1953 Jaguar C-Type

We Look Forward to Many Happy Miles Together!

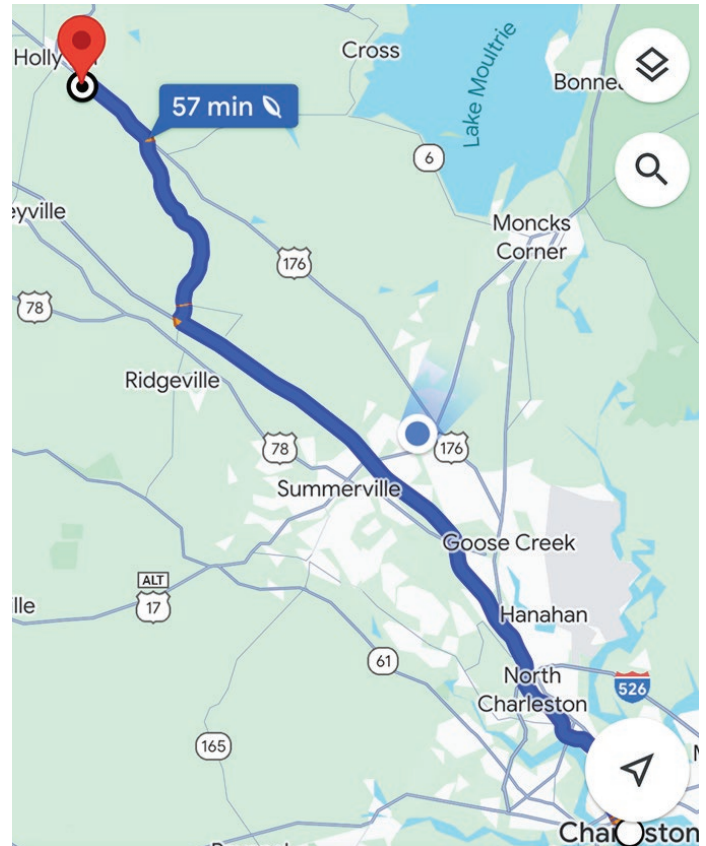
CHILI FLY-IN AND CAR SHOW / HOLLY HILL, SC AIRPORT

Saturday January 20 / 10am to 2pm

The **British Car Club of Charleston** has been invited to the **Chili Fly-In and Car Show** at the **Holly Hill, SC airport** on **Saturday, January 20th, 10am to 2pm**. If the weather looks bad, the backup date will be **February 3rd**.

"This airport has a wonderful 3,900 ft. turf field and a vintage hanger area where cars can be displayed. We would like to invite members of your club to the event and enjoy the chili, and share our interest in cars and airplanes! It's an enjoyable drive (approximately 50 minutes from Charleston) in the country."

Please send **Greg Canterbury** an e-mail confirmation if you plan on attending, gregcanterbury8@gmail.com. Let him know what car you will be driving. This will help with estimating the number of cars participating in the event.

**Details of the drive to Holly Hill TBD.**

SEA ISLANDS CARS & COFFEE

December 16, 2023



Dave Block's Lotus Elise



Bluestein Aston Martin and Millie's 1936 Derby Bentley



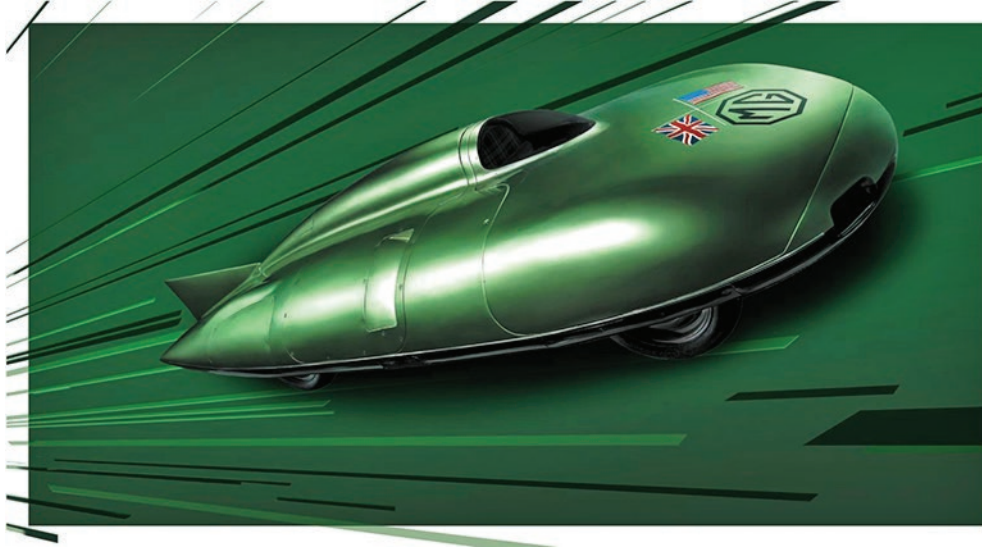
Mike Leonard's Jensen Healey



Jeff Adams' MGB



Leonard Way's TVR 2500M



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RÉTROMOBILE: SHOWCASING THE CENTENARY OF THE MANUFACTURER MG

The iconic British car brand MG will be celebrating its 100th anniversary at **Rétromobile 2024**. For the occasion, many of the brand's iconic models, such as Phil Hill's iconic record-breaking MG EX181, as well as a number of previously unseen archives, will be on show.

For the **100th Anniversary** of the MG brand, **Rétromobile** has teamed up with the **British Motor Museum** and **MG Club de France** to organise an exceptional exhibition

tracing back the history of the brand with the octagonal logo. And to mark the occasion, no fewer than a dozen of the make's iconic vehicles (among them a **1925 Old MG Number One** and a **1938 MG EX135**), will be crossing the Channel for five days to grace the aisles of the world's most exciting pop-up museum dedicated to collector vehicles. The legendary **1957 MG EX181**, a world record breaker driven by **Stirling Moss** and **Phil Hill**, will also be on show for the anniversary. Finally, the **manufacturer MG**, now owned by the **SAIC group**, will be present at the show to celebrate the centenary with a retrospective on its stand dedicated to the make's roadsters.

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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.

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

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www.britishcarclubcharleston.com



COVER CAR STORY

1974 TVR 2500M
by Leonard Way

Why buy a TVR? Why the 2500M? These are good questions. I'd like to say that I am an aficionado who knows all there is to know about the brand and the model. I'm not. I'm also not an expert in any English brand. And to be completely transparent, I never wanted an English car other than a late model Lotus Esprit V8. I've always been drawn to certain vehicles from the 1970's. Perhaps it is because I was a child of that decade and my Matchbox car collection shows the love for many cars from that era. My brands of choice have been BMW, Porsche, and Jeep. Those brands are what I have pursued most of my life. I'm on my third Jeep CJ and currently have a CJ8 Scrambler that I foresee keeping forever. I'm also on my third BMW 2002 and, yep, plan to keep this third one for a long time. I've had a few Porsches from the '80's and '90's. Great cars, but they are best on a track to be truly enjoyed.

Again, why the TVR and this particular car? The



simple answer is a lust for power and a "cool" factor that seems to be getting lost with the overly electronically laden car. But let me backup a moment. I went to my first concours show in Hilton Head in 2022 and followed that up with a trip to the Amelia Concours in March 2023. What happened next was that I wanted to enter the world of the collector, not just a driver. With some mentoring from Scott and Natalie Bluestein, whom I had met in 2022, I started to give thoughts to all of the unique cars that came across the various auctions. I wanted a driver, not a



COVER CAR STORY *(continued)*

1974 TVR 2500M

garage queen, but also something that wasn't too common.

As many of you will probably attest, Bring A Trailer can be an addictive website. Through the first few months of 2023, I scrolled the auction list daily looking for that unicorn that was the right mix of cool, drivable, and affordable. Alas, in mid-April a silver TVR 2500M popped up. I'm typically not a silver color loving fellow, but I just had to click on the listing, especially when it screamed "302 ci V8" in the tagline. I've always been a sucker for the rumble of a small block American V8, and I loved the punch that they gave my earlier Jeeps. Well, long story short, the listing had videos of the seller launching the 2500M from a standing start. To hear that V8 scream along in that beautiful envelope had me sold. I did some research, contacted the seller numerous times, and started

bidding to win!

When the car arrived from Texas, the realities of owning an older English car set in pretty quickly. The electrical system was draining the battery, the rear brakes were leaking, and the lack of heat shields left the cabin hotter than a sauna. The first few months



COVER CAR STORY *(continued)*

1974 TVR 2500M

were spent having Darryl Beach and the good folks at Charleston Import Auto sort through the issues. With the car back in my hands this past Fall, I started driving and drive it I did. BCCC's car drive was a great run despite the rain. Then I had a run to Hilton Head for the Concours and the Friday drive along. 600+ miles so far and the engine purrs along with its throaty rumble.

The local Cars & Coffee and the Ale & Octane events have been great and proved that the 2500M has that "cool" factor for sure. The car draws in the attendees with its unique lines and rarity. I enjoy watching from a distance to see how people are drawn in just as I initially was. Every one has to ask, "What is it? Where did it come from?" The icing on the cake for me thus far was to win my class at the recent BCCC British Car Day. The competition were great looking cars, and I never expected to win, yet alone place.

My first English car has been a joy so far. I can't

say yet that I'll keep it forever, but I can say that I will enjoy it completely and fully while I do own it. 🇬🇧

Leonard Way

1974 TVR 2500M Specifications

- Produced December 1973 by TVR Engineering, Blackpool, England
- Only 2,465 produced from 1972-1979
- Tubular Steel chassis, fiberglass body
- Ford 302ci V8
- Edelbrock 600 cfm four-barrel carburetor
- Borg Warner / Tremec T5 five-speed manual transmission
- Panasport 16" wheels with new tires
- Momo steering wheel
- GPS speedometer / odometer



WHY MY WIFE WANTS NOTHING TO DO WITH MY SUNBEAM

By Richard Fritz

My relationship with Sunbeams dates back to 1967 when I bought my first Alpine. I was working in a gas station and had seen this car fueling up a few times. It was repainted Burgundy, had a hard top and it was for sale. I thought it would be cool to drive the Bond car from the *Dr. No* movie. I didn't know anything about Sunbeams, but I bought it anyway for \$600, and that started my life-long relationship with these cars.

I met my future wife, Linda, at college in 1968. I was living in New Jersey, and she was just across the border in Nanuet, NY. I used to drive 35 miles to school in Suffern, NY on the Garden State Parkway and have to stop at each toll plaza to adjust the carburetors. That got easier the more times I did it. Of course, Linda didn't appreciate having to stop for these adjustments when we were out together somewhere between her house and mine. That was the tolerable part of her Sunbeam relationship... and the start of her fond de-appreciation of the car.

Contributing factors that she never forgave, and reminds me of them even to this day, about my car during our dating period came from her mother's less than charitable view of our relationship. I believe my wife's open disfavor of Sunbeams took a firm hold when her mother would say things like "he's got a better relationship with the tow truck driver than he has with you", or "are you sure he's ever coming back?" Nevertheless, we managed to keep the relationship alive and got married in September of 1969.

Linda was working as an RN, and I was working part-time while attending Pharmacy school. I put the Sunbeam away and started driving her Mustang, which got rear ended on the Grand Central Parkway one morning as I was driving to Queens, NY. She never forgave me for that either. And that's the way it remained for 10 years, 3 residence changes, 3 job moves, 3 car purchases, 3 kids, and a home purchase.

During that time I would spend available weekends working on my Sunbeam that was stored at my mother's house. Linda and the kids often accompanied me to spend some time with Granny, but that got old real fast, and my Sunbeam weekends ended. When we started to feel some financial breathing room I convinced my wife to let me get the Sunbeam out of my mother's garage so that I could start a restoration project. I moved the car to a repair shop in Nanuet, NY near her mother's house, which made visits to the other Granny easier for everyone.



After a few months of discussion with the car shop, and payment of \$1000 to start the mechanical rework on my 16-year-old car, I stopped by one afternoon to see what had been done. There was *no shop, no signs of life, and no cars!* Everything was gone, like it never existed. I reported the car stolen, but that was the last place I saw my 1963 Alpine. I was really mad, and the police never found the people running the shop, or the cars. Lesson learned, and one my wife considered a blessing.

Fast forward to the late '80s, a few more job changes and another house. Kids are now in, or almost in, college, we are both doing well professionally, and I have a Sunbeam Tiger guy living directly across from me in our new neighborhood. I'm sure if Linda knew that when we bought it, we wouldn't be living there.

It was 1991, and I was spending a lot of time with my Tiger neighbor, Fred, and his teenage son, Brian. I enjoyed working with them on their Tiger. They decided that it was time for me to get back into Sunbeams. I agreed. And the search began as Linda was questioning what are you going to do with another Sunbeam? This was the start of *WizzzBANG Motors* and the purchase of a 1966 Series 5 Alpine. I guess she thought I was cured of the Sunbeam virus, but the vaccine must have worn off. This Alpine had a fresh coat of Forest Green paint and great curb appeal. But it still needed some help. So, over the next 3 years we did a total mechanical restoration and interior rework. This time I chose a quality shop with a good reputation and an Indy car background.

When the car was done it looked and drove like a new car. The *WizzzBANG* guys did a really good job with this

WHY MY WIFE WANTS NOTHING TO DO WITH MY SUNBEAM (continued)



one and we decided that it was time for a road trip. I told Linda how amazing this car drove and performed after the restoration and got her to say 'yes' to joining me on a trip to Bowie, MD for the *Annual British Car Day* event with the rest of *WizzzBANG Motors* guys.

We started out for the weekend in Bowie with an upscale hotel booked and dinner reservations made. The drive was comfortable and flawless, at least until we arrived at the hotel.

There was a distinct smell of rotten eggs in the cockpit which I attributed to a battery issue. I jumped from the car to get to the battery box behind Linda. She had no idea what was going on. I told her to get out of the car, NOW, like it was about to explode. All her bags for the weekend were on the back ledge behind us on top of the battery box. I started tossing her bags into the parking lot while she was trying to get out of the car with me standing in her way. All I could picture was the car bursting into flames, and I was not going to let that happen.

Well, that set the intended fun weekend off to a stinky start. After settling in at the hotel and a new battery purchase, we tried to have a cordial dinner after my sincere apology for yelling at her in the parking lot. She accepted it, but I don't think she felt the incident was over. The rest of the weekend went well. We enjoyed our time with some of the nicest folks from *Tigers East-Alpines East Club* at Bowie, and had a wonderful trip home Sunday afternoon. I felt good about the experience.

There were many subsequent trips to events all over the NJ and PA countryside in my '66 Alpine and Fred's '66 Tiger, most were alone but sometimes the wives joined

us if we promised them a special weekend. However, there was always some push-back because there was no air conditioning, tight accommodations, a bit uncomfortable for longer trips, and the big one... *no cup holder*.

I was able to teach her how to drive the Alpine because I wanted her to know how to get us somewhere if I had a heart attack or was otherwise incapacitated. She drove it well, and it seemed to change her mind about Sunbeams. So I decided to buy her one so we could go to events and shows in our own cars.

It was July 1997 when I purchased a '63 Alpine, just like my original, from a guy in California. It was Porsche Red with a buckskin interior and top. He had restored it recently and I had it shipped to my door, addressed to Linda as a surprise, and was it ever. It took almost a week for her to start talking to me again. But she said we would keep it if I installed a cup holder. So it stayed.

She adapted quickly to the non-synchro first and the occasional double-clutching to keep it moving in traffic. However, she soon tired of shifting because her neuropathy and restless-leg syndrome made changing gears uncomfortable. So, 'Lil Red, as we called her, became another Alpine for me to care for, personalize and enjoy.



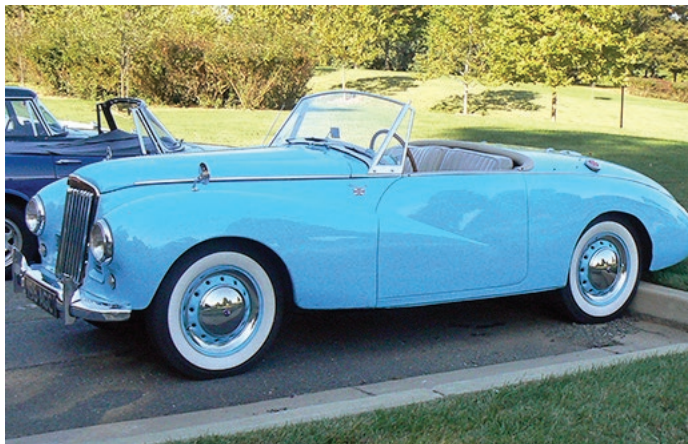
Me and Fred – 1st Place 1963 Sunbeam Alpine III – Bowie, MD.

It was later that same year when I made another job change and career reset. The new job took us to Pennsylvania. The *WizzzBANG* guys took care of moving all the cars from NJ while the moving guys took care of the rest.

WHY MY WIFE WANTS NOTHING TO DO WITH MY SUNBEAM (continued)

Nazareth was our new home. With a two-car every-day-driver garage at street level and a 12-car garage area under the house, what could be more exciting for a car guy. It was perfect.

I was doing quite well with my new job; Linda retired from nursing due to bad knees and neuropathy. But it was all good. In fact, it was so good that Linda allowed me to buy a long sought after 1953 Sunbeam Alpine Mk 1 to add to the fleet. This was my pride and joy car after a life-long Sunbeam relationship that was a bit longer than my relationship with my wife.



It was our anniversary and I wanted to take Linda to dinner to celebrate. It was a nice September day and I suggested we take the Mk 1 with the top down. She agreed and off we went. Dinner was lovely and we reminisced about 40 years of marriage. We talked about how difficult it was at times and that it required work on both our parts, but we still made it and still loved each other. We were having a pleasant evening together until the drive home. Yes, just like our dating days over 40 years ago, the Sunbeam started to sputter and spit. Linda smiled but there was steam coming from her ears.

I got under the hood to look at all the usual suspects but found nothing obvious to fix the situation. Possibly the gas gauge was faulty, and the car was empty, or the gas filter was clogged, but a diagnosis at dusk wasn't in my best interest. Thankfully, the innovations in technology over the years gave us cell phones and AAA to make our lives easier.

A few phone calls later and Linda was on her way home compliments Fred, who followed us to Nazareth the year after we moved, and bought a house a half-mile

away. I went with the flatbed truck to my mechanic's shop where Fred picked me up later. Needless to say, Linda thanked me for a memorable evening just as she did every other time a Sunbeam made her day.

In June 2013, I retired from a long and productive career in the pharmaceutical world. Linda told me we were going south to a warmer climate. There was no argument because she was adamant about it. She said she followed my dreams and career over the years and now it was her time to decide where to live. She liked South Carolina and we bought a house in Summerville in February of that year. I sold my Alpines thinking I would develop another hobby in the south—maybe even play some golf.

Southern living was good for Linda's aches and pains, but it wasn't my cup of tea. Too dang hot and there were bugs that could carry me away. But I respected and understood Linda's wishes and decided to make a go of it. But golf wasn't going to be my new hobby.

I learned about the *British Car Club of Charleston* and the long car show season and events they enjoy with the weather being so favorable. I was also missing my Alpines and started looking for a good one that was already restored. I searched the web sites and club newsletters for an Alpine that met my criteria and then one day I stumbled across an ad from a guy in Florida. The pictures look nice, and the price was reasonable. So I called an old friend from TEAE who lived in SC and asked if he knew of this car. He did and told me all about it. That was good enough for me. I called the guy in Florida and told him I would be there the next day. I bought the car at first



WHY MY WIFE WANTS NOTHING TO DO WITH MY SUNBEAM (continued)

sight, no dickering. It was delivered a week later, and it was by far the best looking Alpine I've ever owned. It was a '63 Alpine GT in Primrose Yellow with a black interior. A beautiful combination.

Now that I had this beauty, I asked my other beauty if she would like to spend the weekend in Greenville, SC while we attended the *Celtic Festival and British Car show* at Furman University. Surprisingly, she accepted. On the day of the trip she loaded herself into the car with a quilt she was working on. A bunch of stuff went behind the seats, and we were off for a nice weekend in the mountains.

It was a 4-hour drive to Greenville and my new Alpine GT was doing everything right especially with overdrive on the interstate. The windows were open as were the hardtop quarter windows to maximize airflow through the car. When we arrived in downtown Greenville, about a block from our hotel, the car just stopped dead. We were at a traffic light in the left hand turn lane during afternoon drive time. I tried to restart the car but after a few cranks there was nothing. So here we are, a million miles from home, in a new car I have no familiarity with, stuck in afternoon traffic. Linda asked "how can I help you?" I told her that I had to get the car out of the intersection because I had no idea what had just happened. There was nothing she could do.

Since we were at the crest of a hill on the cross street, I decided to push the car to the right and down the hill. My intention was to jump start it once I got the car going downhill by getting in it with the ignition on, put it in 2nd gear and pop the clutch just like I used to do in the old days. Well in those old days I was much more agile and 100 pounds lighter. You can see there is a disaster about to occur.

Once I got the car rolling slowly to the right, I made my attempt to get in. With the hardtop in place and the car rolling away from me, my attempt to get my feet in the car failed and I wound up head first across the driver's seat with my head on the shift lever and my body slowly slipping under the steering wheel. The car kept rolling and all I could hear was Linda screaming at me. Fortunately, it was over in no time. My Alpine came to a stop after smacking into the front left corner of a utility truck about to make a left turn onto the street I was leaving. I crawled out of my car to observe the mess I made. The utility truck driver never saw it coming because he was

on his phone. We talked for a minute, and I didn't even try to explain what just happened. We agreed to get out of the intersection and would talk at the shopping center at the bottom of the hill. I pushed my car away from the truck and coasted to the empty lot where we sat for the next two hours.

At this point I was angry with myself for being so stupid. Linda didn't have to say a word. I knew what she was thinking and all I could say was I'm sorry. After a cop finally showed up to record the incident, I called AAA to take the car back home, and I walked to an Enterprise agency to rent a car.

Later that night Linda and I got home and waited for the AAA flatbed truck to arrive. Once I got the Alpine in the garage I turned off the light and went to bed. Tomorrow was another day and a topic for another story.

That was the last time Linda went anywhere in the Alpine with me. I don't even ask anymore, although she agreed to go to New Hampshire next year for the annual *Sunbeam United* as long as I tow the car with my truck.

Now I must admit that Linda has been really good to me and my hobby over our 54 years of marriage. She's put up with a lot and has experienced some pretty disappointing times in my cars. She's seen Sunbeams at their worst and is familiar with the *Prince of Darkness*. However, she has spent her life with me, in sickness and health, in good times and bad, in spite of all the Sunbeams that shared our marriage. This only magnifies the love and respect I have for her, and her ability to forgive...but never forget. 🇬🇧

Richard Fritz



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HAPPY BIRTHDAY

For January

Byron Williams	1	Eric Gibeaut	12	Mert Fox	25
Bryant Kohut	2	Richard Fritz	17	Kevin Merrill	25
Lowell Wakker	3	Millie Horton	17	Brett Sortor	25
Jennifer Sattler	3	Sherry Szejek	17	Elisabeth Wild	25
Tom Huff	4	Robert Clark	20	Madeline Gallagher	25
Maria Simons	6	Judy Heck	21	Brooke Joly	25
Laura Beall	6	Suzanne Sortor	22	Rick Trowman	26
Melissa David	6	Stephanie Smith	23	Catherine Martin	27
Carolyn Smith	6	Dwight Abbott	24	Joe Vadala	27
Gordon Hill	7	Austin David	24	Mike Sanzari	27
Alexander Stone	10	Lisa Minshe	24	Ed Tilton	27
Laura Edwards	11	Mary Huff	24	Carl Smith	30

FOR SALE

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

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



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

Contact **Clay Owens** at drclayowens@hotmail.com or 843-214-9026.

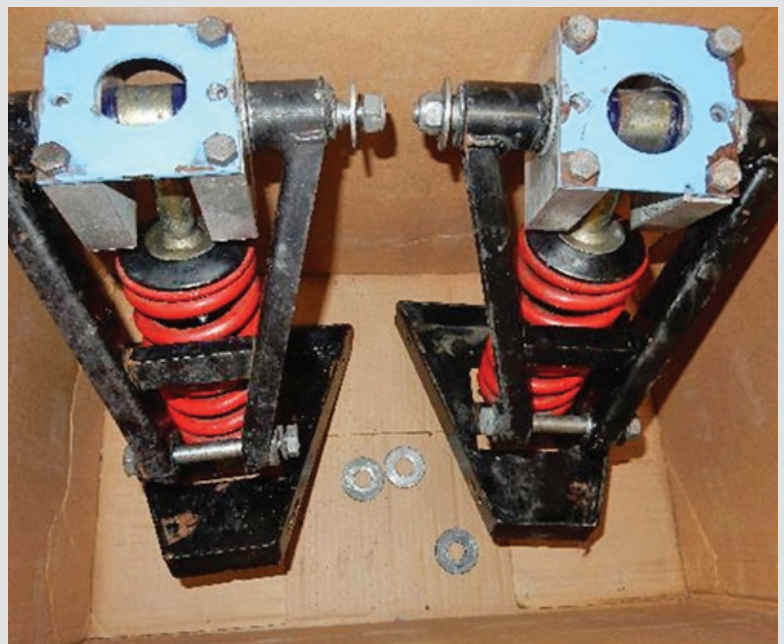


Moss Motors MGB Coil-Over Front Suspension Kit.

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



Contact **Jeff Adams** at jmadams74@aol.com



FOR SALE

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

1979 MGB - This 1979 MGB has been in the family since it was produced. The exterior has been totally restored by Star Automotive here in Charleston.

Paint and exterior - Completely restored by Star Automotive. Rusted rocker panels replaced with matching English steel and applying multiple coats of the original MGB orange.

Upholstery and interior - Tan interior with new wood laminate steering wheel

Mileage - 65,353 miles

Wheels and tires - New Goodyear Radial SP06 tires

Brakes - Relined brakes 900 miles ago by Charleston Import Automotive

Transmission - 4 speed manual transmission - original

Car is listed on Hagerty.com. Contact Ferol Vernon, ferolvernon@gmail.com Asking **\$14,000.00**



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



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



A set of 4 painted 72 spoke 15 inch wire wheels for sale. Contact Wayne Carver at syldawayne888@gmail.com for details.



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

JANUARY 2024

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

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

Contact Mike Caristi at caristikm@bellsouth.net or Gene Carter at carter.genecarter@gmail.com

BCCC FOUNDED 1983

MEETINGS HELD THE SECOND SATURDAY OF EACH MONTH
(Unless otherwise specified)

OFFICERS

Dave Rosato	President	Gene Carter	Events Coordinator
Richard Fritz	Vice President	Enrique Espinosa	Board Support Member
Ken Smith	Treasurer	Irene Breland	Board Support Member
Millie Horton	Secretary		
Frank Neill	Membership Coordinator	TECHNICAL ADVISOR	
Lynn Rosato	Regalia Sales	Darryl Beech	Mr. Wizard
Gary Brown	Windscreen Editor	WEBMASTER	
Michael Caristi	Events Coordinator	Dave Rosato	

PAST PRESIDENTS

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

IT'S EASY TO JOIN...

Go to britishcarclubcharleston.com and click on membership.

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

Frank Neill (BCCC)

2997 Sweetleaf Lane, Johns Island, SC 29455

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

Name: _____ Street: _____ City: _____

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

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

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

Membership name badge: \$13.00 each

Name on second badge: _____

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

Signature: _____ Printed Name: _____ Date: _____

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

Username: _____ Password: _____

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

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

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