



The WINDSCREEN

MARCH 2024

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2023 BCD First in Class Winner 1963 Sunbeam Alpine GT / Owner: Richard Fritz

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PREZ SEZ by Dave Rosato

Prior to 2020, the club printed, cut, laminated, and distributed club membership cards. I found that the only time I used mine was when I wanted to get the 10% discount at **Parks**. When I became president and **Don Kelly** was no longer the Membership Chair, I decided that it wasn't worth the effort to continue creating them. I do want to let you know that you can still get a 10% discount at **Parks** by mentioning that you are in the **BCCC** and the **discount number is 04579**. Thanks to **Millie Horton** for bringing this to my attention.



We had another well attended **Monthly Meeting** at **Rutledge Cab**. We will be having the **March Monthly Meeting** at the **Oyster Roast** and the **April Meeting** at the **Bee City Zoo** outing. A few days before the meeting, I got a call from **Ferol Vernon**. We talked about his **MGB** being at a local auto shop having some carb work done. He then asked me for **Millie Horton's** phone number. I'm usually very reluctant to give out club member phone numbers but I knew **Ferol** was a good guy, so I gave it to him. My mind was wandering—why did he want her number? Before the

meeting, **Millie** said that someone in the club wanted to talk to the group. I didn't make the connection. **Ferol** got up and started talking about when him and I worked on his **MGB** a couple years earlier. He went into more details than I recalled! I was really touched, especially when he gave me the plaque with the wrench which caused problems. Thank you, **Ferol**.



An unfortunate happening at the meeting was new member **Mark Mohan's TR4** was hit in the parking lot. There wasn't a lot of damage. I suggested that he could bring the car to my place for a **Tech Session**. He was very happy to do this as he wanted to learn about working on the car. **Mark** did bring the car over and we spent a couple hours checking out the car and putting together a list of parts to buy. We didn't get to checking out the engine, but we will do that on the follow-up visit.

Registration for **British Car Day** on **October 19th** is open. **Rich Fritz**, **Irene Breland**, and **John Scott** have been working hard on getting the word out and

PREZ SEZ (continued)

put together a group of **Sunbeams**. The **Spotlight Group** is the **Sunbeam**, with a special celebration of the **60th Anniversary** of the **Sunbeam Tiger**. We have a drive planned for Friday to **Hopsewee Plantation**. The **Friday** evening reception will be at the **host hotel, Hyatt Place in Towne Center in Mt Pleasant**.

It looks like we will have a fantastic turnout for the **March 9th Oyster Roast**. Unfortunately, we had to close registration for the event as oysters had to be ordered. This **Sunday, March 3rd**, the club has again been invited to attend the **Breakfast Fly-in** at the **Mt Pleasant Regional Airport**. I understand



that the **Model A group** has challenged us to have the most attending the event. This is always a good time. On **April 6th**, we will be doing a drive to **Bee City Zoo**. Please sign up as soon as possible as we need to give the facility a heads up. Bring the kids and grandkids. The club will be paying the admission fee. **Lynn** and I took my daughter **Pam**, her husband **Alex**, and my one-year-old grandson **Oliver** there during their visit. We had a great time and had fun feeding the animals 🇬🇧

**Safety Fast,
Dave**

WELCOME NEW MEMBERS

Marc & Lauren Binard

Charles Dickinson and Nancy Fairless

1971 Triumph Spitfire Mk IV
1980 MGB Limited Edition

David Ploth

1952 MG TD

David Wright

2023 Backdraft 427 1966 Cobra

We Look Forward to Many Happy Miles Together!

Friday, March 16, 2024 Charleston's St Patrick's Day Parade

Our club has once again been invited to participate in **Charleston's St. Patrick's Day Parade** being held on **Saturday March 16**. 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 King and 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.

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After the parade, around noon, **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 us know if you plan on participating with the club: email events@britishcarclubcharleston.com

Details to follow on meeting location and time. 🇬🇧



VP'S CORNER by Richard Fritz

"Yeah, I got an implant Sheila."

Seems like lots of people have parts in them that they didn't come with. I just got an implant too. Severe, chronic lower back pain has been an issue for me for 5 decades. Ankylosing spondylitis is what it's called. It's an autoimmune disease that typically begins in young adulthood and gets progressively worse as we age. It's an inflammatory disease that can cause pain and stiffness anywhere in the body where there are bones and connective tissues. Nice!

I started with steroid injections in my late 20's and continued to receive anti-inflammatory therapy off and on into my 60's. As the debilitating pain got increasingly worse, I went to the next level of treatment, radiofrequency ablation or rhizotomy; a nonsurgical, minimally invasive procedure that uses heat on the nerve endings to reduce or stop the transmission of pain. I got 5-years relief from several rhizotomies before they became ineffective.

The next step before surgery was the spinal cord stimulator implant. It was installed on February 7th by the SC Sports Medicine guys in North Charleston. I like going to them; it makes me think I'm still athletic. The implant works like an ignition coil, and I just hope its electrical output lasts a long time, else wise I'll be going under the knife for extensive corrosion repair, new bushings, and a coat of Por-15.

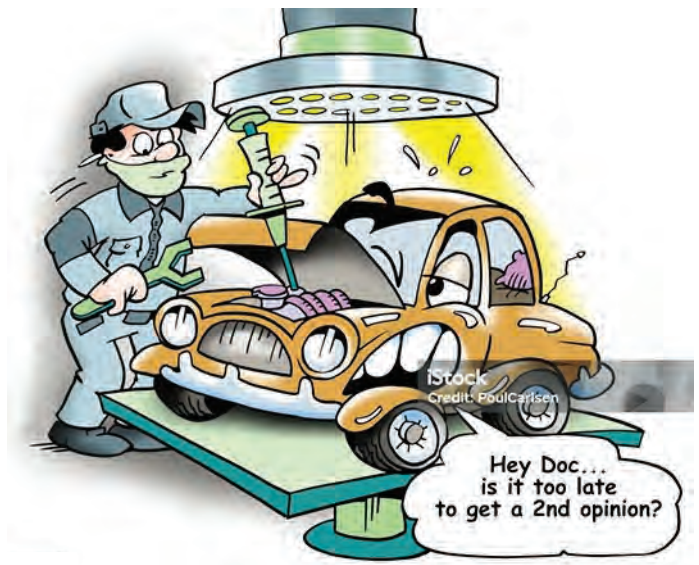
Why am I telling you this? You probably don't care about my back problems. I'm sure you've got your own issues to manage, but I'm certain about this... you're paying close, if not closer, attention to your Little British Car's ailments. Aren't you?

I am confident that, like our own bodies, our LBC have quite a few new or different parts in them that they didn't come with when we rolled off the assembly line. Maybe there was a new alternator installed to replace a tired old generator. And no LBC has its original battery, the energy cell for life... most have been switched from 6 volts to 12 volts, and even changed the ground from positive to negative. When it's tough to see at night we get our eyes checked, and when we want to see, and be seen, at night



we install LED bulbs. Who has stainless steel or ceramic knees replacing your OEM equipment? Well your car has them too with new and upgraded suspension parts, struts, and shocks.

I'd bet your carburetor has been replaced, too. Can everyone spell "Weber"? Carbs are like your lungs making sure your oxygen mixture is adequate to keep your engine running well; maybe there's a new electronic fuel pump replacing a leaky mechanical one that, like your heart, keeps pumping fuel to your engine.



One of the most popular replacement parts on our LBCs is the ignition. Just like our autonomic nervous system, sometimes the mechanics of its operation corrodes, cracks, or crumbles. Then the new electronic ignition, like my spinal cord stimulator, gets installed, and what a difference it can make getting the old chassis rolling again. And, last but not least, let's not forget the exhaust system. Like your GI tract, when it starts to go bad, it gets attention rather quickly. Exhaust leaks could be silent, but deadly as we all know so well.

We are so much like our cars, and like our bodies, we take care good care of them. Everything gets old but with proper care and regular maintenance, we keep our cars and ourselves running, hopefully, for many years to come. As British car enthusiasts, we always talk about preserving the history, importance, and beauty of our cars, so with a little exercise, a good attitude, and better living through science and chemistry, we should all age well. The End. 🇬🇧

Richard Fritz

WE GOT MAIL / LBC TECH

Dave,

I enjoyed reading about some of the challenges you faced during the tech session, especially about how to examine the throw-out bearing and diaphragm fingers in the TR6. It reminded me of when I bought my Jag E-type. I noticed several ~2" holes bored into the bottom of the bell housing, and it occurred to me that it was done as inspection ports, since the E-type requires the engine-trans to be pulled together to gain access to the clutch. A big job! There are already ports in the bottom of my Alfa Romeo and late model Jag trans, and I vaguely recall GM transmissions in earlier days having the entire bottom of the bell housing open for service. My father-in-law worked for GM in the field with dealer service departments, and he was always fighting for engineering to provide for "serviceability" ... appar-

ently not much of a consideration in England back in the '60's, when labor was cheaper!

I now have cut a couple of ports in the trans tunnel and fire wall to access U-joints and starter bolts, and it is easy enough to fabricate sheet metal covers to keep dirt, gravel, and water out. I now find myself doing the same thing on current era vehicles in order to gain access to engine oil filters and drain plugs rather than having to remove 20 screws to drop the underpan!

Also, your novel tool for screwing in the Heli-Coil insert was interesting. I have a box titled "Special Tools" full of homemade implements for pulling pilot bearings, aligning overhead cams, adjusting timing gears, reaching hard-to-get-at screws and bolts, etc., and a drawer full of old tools that I do not mind cutting up to make them!

Anyway, thanks again for articles that us "techies" find interesting.

Bill Unger

BCCC and THE BRITISH MARQUE NEWSLETTER

The **British Marque Car Club News** is published 11 times a year by British Car enthusiasts for British Car enthusiasts. The Newsletter contains stories of interest, tech tips, event articles, and insights of the motorsport world today and from the past. It's an enjoyable journey of British Car Club activities from North America and the U.K.

The **BCCC** has been invited to become a participating member in the British Marque Newsletter. We will be joining over 100 other participating car clubs whose members receive the British Marque Newsletter monthly. The BCCC will be joining as an on-line participant such that your monthly copy will be delivered directly to your email inbox for reading as a pdf or by printing a paper copy.



The subscription cost per member to the **British Marque Car Club News is \$9.00 per year**. The BCCC will collect the \$9.00 from each member who wishes to receive the British Marque. In the future, members who renew their subscription or wish to join will add the \$9.00 to their annual dues payment and the BCCC will send the money to the British Marque.

If you want to receive the British

Marque Car Club News and have already renewed your 2024 BCCC Membership, please send a check made payable to 'BCCC' for \$9.00 to: Ken Smith, 406 Prestwick Ct., Summerville, SC 29483.

If you have not renewed yet for 2024 and want to receive the British Marque Car Club Newsletter, please include the \$9.00 with your \$35 annual membership dues. 🇬🇧

**Please Renew
Your Membership
for 2024**

if you haven't already

**New members after
Sept. 1, 2023 are extend-
ed until the end of 2024**

BCCC FEBRUARY 2024 MEETING

by Millie Horton

Parking lot time is highly underrated. Members who arrive before the official opening time at **Rutledge Cab** (a) get to meet new members, (b) catch up with friends, and (c) learn a few tech tips. As long as you have your favorite hot beverage, this is not a chore but a marvelous time to visit with fellow enthusiasts and become more “involved” in your Club.

One new member was actually present—**Mark Mohan** in his **1964 Triumph TR4**. Other new members (but not present) include **Rick Anderson, Hampton** and **Addie Andrew, Benjamin Brookes,** and **Jill Drake**. Wonderfully, the Club continues to



New member Mark Mohan arrives with his 1964 TR4.



Bob Simons on his Norton bike along with Tony Girlando's 1975 MGB.



Simon and Marina Scalia with John Nuss.



Tom Meservey with his 1965 MG Midget.



Millie Horton and her 1953 Bentley R-Type along with John Scott and his 1937 MG VA.

BCCC FEBRUARY 2024 MEETING

(continued)

grow. **172 members** of our **215** have renewed their membership. Thanks to all those folks!

A fun surprise presentation took place when **Ferol Vernon** presented **Dave Rosoto** with a truly unique plaque thanking **Dave** for his help in getting Ferol's car back on the road. Seems there was a blown head gasket. But before that discovery and fix, there were other items that Dave's magical hands cured. When the head gasket was finally replaced, it was discovered that a wrench was still messing up the works in the engine. Dave devised a way to get it out. Ferol's award immortalized that wrench! This is the type of camaraderie that develops in the spirit of tech sessions.



An array of **upcoming Club events** offers something for everyone to get involved. These include locally a drive in the **Francis Marion Forest** with a lunch afterwards at **Seewee Restaurant** on **February 17** (see page 10 in this issue), our **Annual Oyster Roast (March 9)**, the **Charleston St. Patrick's Day Parade (March 16)**, and a visit to **Bee City Zoo and Honey Bee Farm**. Our Club will pay the admission fee for the farm in **Cottageville**. **April 6** is the **Midlands Car Show** in **Cayce** near **Columbia**.

More distant events include the **Southern Gathering of the Faithful for MGs in Florida (April 18-21)**. **Animals, Art, and Automobile** show sponsored by **Hallie Hill Animal Sanctuary (May 12)**,



BCCC FEBRUARY 2024 MEETING
(continued)



BCCC FEBRUARY 2024 MEETING

(continued)

and the drive to **Helen, Georgia (June 5-9)**. There is a waiting list for the Georgia event. A tremendous thank you to our **Events Coordinators Gene Carter and Mike Caristi**.

British Car Day plans are underway. The **Friday Night Reception** venue has been secured and **John Scott, Irene Breland, and Rich Fritz** are working on the **Spotlight Group**. This year we are featuring **Sunbeam**, as well as **celebrating 60 years of the Sunbeam Tiger**. This event "takes a village," so be sure you find a way to lend a helping hand—taking



pictures as cars arrive, helping park cars, volunteering at the silent auction tent, and sticking around to help take down.

Note: We still need a location for our Annual Picnic and a Holiday Party. Please exercise any "connections" you may have for venues for these events.

My favorite license plate in the parking lot: Rule 9 ("Play the ball as it lies") 🇬🇧

Millie Horton, Secretary



UPCOMING 2024 EVENTS

MARCH 9

2 pm **Oyster Roast** at **Albemarle Supper Club** at 725 Folly Rd, Charleston. Attendees should bring a side or a dessert. More details to come

MARCH 16

8am - 12pm **Charleston St. Patrick's Day Parade**.

APRIL 6

10am - 2pm **BCCC Monthly Meeting** at **Bee City Zoo** in **Cottageville**.

APRIL 6

9am - 2pm **Carolina British Classics XVI**.

APRIL 18 - 21

58th Southern Gathering of the Faithful for MGs in **Crystal River, FL**

JUNE 5 - 9

The 5-day roadtrip to **Helen, Georgia** to visit their **Alpine-type village** is already fully booked. There is a waiting list if you would like to get on it.

OCTOBER 19

11am - 3pm **BCCC 39th Annual British Car Day** at **Palmetto Islands County Park** in **Mt Pleasant**. The Spotlight Marque is Sunbeam, with a special celebration of the 60th anniversary of the Sunbeam Tiger.

A DRIVE THROUGH THE FRANCIS MARION FOREST

Saturday, February 17, 2024

The first official BCCC joy ride took place on Saturday, February 17. Fortunately, the weather turned out wonderful for a late winter drive. Overcast skies and temps in the 60's (fine English weather). There was a late morning meet-up of **16 cars** at the Spinx on Route 41 near **Huger**.

It would not be a British car event without at least a little push back from our darling cars. The first casualty was **Gene Carter** and his **Spitfire**. It decided to have gas sending issue even before getting to the rally point. He was able to bypass the issue and get home and fix the problem completely (so far).

The second car casualty was **Millie Horton** and her

brand new (to her) **1936 Bentley Derby Sport Saloon**. The Bentley decided that she didn't feel like a drive that day and decided to not go very far. Lucky for **Millie**, **John Scott** and **Irene Breland** came to her rescue and were able to get the car and Millie safely home.

The **remaining 14 cars** were able to continue our trek through the woods. The roughly 50 mile excursion brought us through the forest with a destination of **SeeWee Restaurant** in **Awendaw**. Fantastic food and fellowship was had by all! We hope to see many of you on one of our next adventures. 🇬🇧

Michael Caristi



COVER CAR STORY

A Tale of Two Alpines by Richard Fritz

Before I moved to South Carolina in 2013, I sold off my small fleet of Sunbeam Alpines because my interest in British cars had faded away. That was a mistake. Two years later I felt lost without a Sunbeam. I started checking the websites and Bring-A-Trailer to find another. One day, I saw an ad for a 1963 Sunbeam Alpine Series 3 GT that had the three elements I needed for follow-up: 1) condition, 2) proximity, and 3) price.

The car was located in Florida, proximate enough, the condition made it a qualifier, and the price was on target. I called to get additional information and found that the owner was anxious to sell. He gave me his bottom line, and I told him I would be there in two days.

I arrived at his house with checkbook in hand, and there, in an opened-door garage, was the best

looking Sunbeam Alpine I've seen in over a decade. It was a '95' on the 'Too Good to be True' scale. I had considered offering 10% less than his 'bottom line' price to stimulate negotiations, but when I saw this car I knew it was worth a lot more, and without batting an eye wrote the check. A week later it rolled off the delivery truck and was driven directly into my garage for a closer look at what I had just purchased.



COVER CAR STORY *(continued)*

A Tale of Two Alpines

Now that I had another Alpine, I was anxious to get back on the show circuit. And that I did. However, the previous owner made some interesting, although technically unnecessary, 'improvements' to the car that led to some 'What the Fritz?' moments in the weeks that followed. Wires dropped off the new electric fuel pump with disastrous results, stranding the car in Greenville [See December 2023 *Windscreen* article: **Why my Wife Wants Nothing to Do With My Alpine**]. Other notable 'What the Fritz?' moments were created by the power wire falling off the new fuel cut-off switch resulting in an unplanned roadside lunch break. The new alternator stopped alternating when its power wire fell off



causing the bright red glow of the 'Oh crap' ignition warning light to come on, and there was a faulty wiring connection made when the previous owner installed a clock that kept draining the battery. All these issues were sorted out, and the remediation process was costly and painful. What suffices to say is that, if the previous owner had left well enough alone, none of these electrical show-stoppers would have occurred. After beating the gremlins to a pulp with a tire iron the yellow GT was running well again, and it was truly a pleasure to drive. Highway speeds were easily attained and maintained with the overdrive transmission and the 3-core aluminum radiator keeping the engine at normal operat-

ing temperature.

Over the last couple of years I attended many shows in the Carolinas, and even traveled to Pennsylvania and Kentucky for events that I've missed.

We've done two Kiawah shows and the Club Car Showcase at the Hilton Head Concours, too. I was having a great time on the road again, spending time with amazing like-minded people and making new friends. I even picked up a few awards along the way. In my travels I found out that the person who restored my car lived 100 miles away in Lexington. He was still attending car shows, and it would be only a matter of time before our paths crossed. His name was Todd Smith.

Todd bought his first Sunbeam in 1979, and like me, has been a Sunbeam guy ever since. It was a '63 Alpine Series 3 in Wedgewood Blue, which he still owns today.

Todd purchased the yellow Alpine GT that I now own in Michigan; it too was Wedgewood Blue. But Todd didn't want two blue Alpines, so he changed its color to Primrose Yellow.

He spent the several years restoring the GT for his wife so they could enjoy driving and going to shows together in their own cars; however, she was afraid to drive it. She felt there was too much time and 'sweat equity' invested in this beauty, and she didn't want to be responsible for messing it up. So, the GT didn't see much drive time.

For the next 5 years Todd's blue and yellow Alpine family members sat in the garage keeping each other company until one day Todd was notified that both cars were selected for a summertime photo shoot at the beach by LL Bean; the yellow Alpine GT



Todd's 1st Alpine making a Wedding Day appearance.

COVER CAR STORY *(continued)*

A Tale of Two Alpines

made the catalog's cover.

Following the LL Bean experience, Todd made a tough decision to sell the Alpine GT because he didn't restore it to sit in the garage. It was time to give another owner an opportunity to enjoy the car; that's when it went to Florida.

The new owner was a Triumph guy. He had a beautiful Stag that looked almost new. You could tell he had a strong connection with Triumph's by the all the TR memorabilia that decorated the walls around his car. Unfortunately, he never developed the same connection with Sunbeams. He kept the car for a few years and then put it back on the market. And that's how I acquired the car.

Todd came close to buying it back, but the timing



Rich's Alpine GT at the LL Bean shoot.

wasn't right. Fortunately, as Todd says, one of the best scenarios occurred when I purchased the car.



LL Bean crew setting up for a photo shoot.

COVER CAR STORY *(continued)*

A Tale of Two Alpines

This not only gave him the opportunity to see his former GT in Carolina shows, but it also gave us the opportunity to develop a great friendship. Nothing warmed Todd's Sunbeam heart as much as talking with people about the pride he took in doing the GT's restoration and knowing that it was in a good home.

Todd and I eventually got together with our Alpines at the Celtic Festival on the Cayce Race Track near Columbia where the BCC of Midland Center sponsors their Carolina British Classic Car Show every April. There were 29 Sunbeams on the show field that day, and Todd's blue Series 3 and my yellow Series 3 GT were side by side once again. It was especially rewarding for Todd to see the sibling Sunbeams reunited on the show field that day.

Todd noted that the two Alpines must have been happy to be parked next to each other after so many years of separation. And when my Alpine GT won the best-in-class award, no one could decide who was happier, Todd or me. We were like proud



Todd's Alpine at LL Bean shoot.

parents grinning from ear to ear. Todd created it for his family, and I continue to treat it like family.

Alpines are outstanding examples of the classic styling and allure found in many British cars produced during the 'Golden Age' sports cars. May they always find a place in the hearts, minds, and roadways of the automobile lovers all over the world. 🇬🇧

Richard Fritz

**ABOUT THE SUNBEAM ALPINE**

The Sunbeam Alpine Series cars (I - V) were made from 1959 to 1967 with 69,251 Alpines in total. The 1963 Alpine Series III was produced from March 1963 to October 1963, the shortest production span of all series cars with only 5,864 built. They

were available as a sport tourer (ST) convertibles or coupes with a removable hardtop (GT). Series III Alpines were \$2,749 when new. The 4-cylinder OHV engine displaced 1592 cc, made 80 hp as an ST and 88 hp in GT format. Both had 4-speed manual gearboxes with available overdrive.

Rétromobile Is Like a French Version of Pebble, Hershey, and Scottsdale

by Mark Vaughn | Reprinted from Autoweek February 12, 2024

Since its founding in 1976, Rétromobile, held every year at the Portes de Versailles in Paris, has been a celebration of the automobile. Sometimes organizers include motorcycles, and usually army tanks. And don't forget 1/48-scale model cars and even neon signs. It's a collaboration with restoration shops, museums, vendors and private collectors.

This year there were special tributes to **100 years of MG**, **100 years of the TAC Linas-Montlhéry Autodrome**, **46 years of Paris-Dakar**, and more. It's an experience you want to see it at least once in your life.

1 MG EX181



Rétromobile

The iconic British car brand **MG celebrated its 100th anniversary at Rétromobile** this year. For the occasion, the brand brought many of its iconic models, such as **Phil Hill's record-breaking MG EX181** shown here, as well as a number of previously unseen models.

2 MG EX181



Rétromobile

In **1959 Phil Hill hit a top speed of 254.51 mph in the MG EX181 at Bonneville**, etching the brand's name in Salt Flats history.

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3 MG K3 Magnette



Rétromobile

Half of MG was William Morris, who wanted to build cars his whole life. But it wasn't until he met **Cecil Kimber** that his dream became a reality. Hired as sales manager, **Kimber** was quickly promoted to **director of the brand** and saw racing as a way of promoting his products. It was under this leadership that **MGs** gained in sportiness and performance, and that the brand adopted its famous **"Safety Fast"** slogan.

For years, **MG** vehicles would shine in competitions, breaking speed records one after the other. **MGs** were an affordable way for many sports car lovers to become car owners.

4 MG KN Magnette



Rétromobile

LBC TECH by Frank Wissman

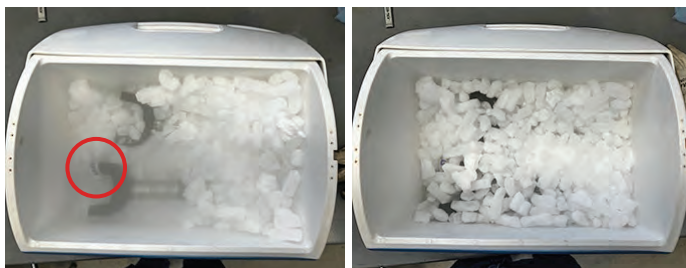
Brent Varitz's 1973 Lotus Europa Brakes and Suspension - Pt. IV

I've consulted with **BCCC Member** and all-around Lotus guru **Robert Morey** to better understand the order of assembly. It turns out the half-shafts (out-board shaft in Lotus-speak) must come off the car and be part of the overall assembly. In order to do that, the axle u-joints have to come out, so we will replace them as well.

To make everything easier, I'm pre-heating the hub carriers to ~160° F and shrinking the axles in dry ice for an hour. The housing is aluminum, so it will expand about twice as much as steel for a given rise in temperature in my toaster oven. Also, the bearings will be retained in the housing with **Loctite 660**.



Burying the axles in dry ice. Notice the lower part has a tag on it to tell me it's the Left side.



Here is the order of parts from left to right: Axle, seal, inner bearing, spacer, hub carrier, outer bearing, nut.



Now it gets a little tricky. I take the chilled axle and clamp it in the vise, axle pointing up. Then I quickly place the seal on the shaft, next the inner bearing that has the Loctite pre-applied to the outer race goes on, I present the heated hub, drop in the spacer, place the outer bearing with Loctite applied to the hub, add a few spacers, and then add the nut and start tightening. I tighten until there is no more travel, that is, the bearings are hard against the spacer and everything is clamped together by the nut. I did the second one by placing the inner bearing and seal in the hub carrier first, then dropped the carrier on the axle in the vise – this was a little faster and easier. All in all, this was easier than it sounds!



Next, it's time to install new universal joints. I cleaned the bores and retaining ring grooves, then did a test fit of the new clips.

LBC TECH by Frank Wissman

Brent Varitz's 1973 Lotus Europa Brakes and Suspension *(continued)*



There are two generally accepted ways to install u-joints, either with a hammer or a press. I prefer something a little more controlled than a 3# hand sledge, so I put some light oil on the bores and used my vise as a press. When it is time to install the u-joint on the axle on the car, we will use a large C-clamp or get a dedicated tool.



At first, I was stuck getting the caps to go in far enough to insert the clips, it took some help from **Gene Carter**, **Tom Huff**, and **Dave Rosato** during **Pam Brown's** hazard switch session to get it right. In a nutshell, I kept getting a roller bearing skewed in spite of **Gene** telling me to look for a skewed bearing.



Dry Ice Tips:

You can get block dry ice from most supermarkets, **Publix** is where I get mine, **Harris Teeter** says they carry it as well. Using pellet dry ice is better, it cools quicker because there is more contact with the dry ice. Ideally, I would use dry ice "rice", which is preferred by companies doing dry ice blasting, but **Air-gas** on **Dorchester Rd.** had the larger size, about 5/8" in diameter. I bought 3 shovel fulls, which is a little more than needed. **Roberts Oxygen** (843-760-4000) will make the smaller, better size; they would like 2 days notice since it's not a standard size for them; they can do as small as 5-pound batches. 🇬🇧

MARCH CLUB MEMBER BIRTHDAYS

Marjorie Stephenson	2	Jackie Lane	13	Diane Zender	27
Nancy Carnell	5	Donald Ricker	14	John Stick	28
Frank Newham	7	Kristen Sellman	16	Marilyn Murphy	28
Tom Sellman	9	Michael Grimm	18	Rick Donaphan	28
Dave Block	11	Martha Harken	21	Brian Csora	29
Diane Lambert	12	Randy Dickinson	23	Bruce Stemerman	29
Christopher McConnell	12	John Witty	26		

LBC TECH by Frank Wissman

Scott Fleischman's 1976 TR6 Throw-out Bearing

Following up from **Dave's** write-up last month, it was time to change the throw-out bearing in **Scott Fleischman's 1976 TR6**.

A great turn-out again, **Scott, Dave Rosato, Tom Meservey, Gene Carter, Frank Neill, Will McPhee, Otis Engleman, Don Durham, and Craig Ferrer** all met at my shop. **Scott** not only arrived with 2 boxes of donuts, his lovely wife **Susan** baked a large batch of delicious Brownie cookies for us. **Scott** bought the complete clutch/pressure plate/throw-out bearing kit, so we are ready to go. The first thing we did was to drain the transmission fluid, which was a good call. It still had some water mixed in it, but nowhere near as bad as the previous fluid change. The driver's seat came out and then the tunnel and H-brace under the dash were removed. **Tom** jumped up for the role of fastener prep. First, he writes on the baggie where the fasteners came from, then the fasteners go in the heated, ultrasonic cleaner with mineral spirits. If the threads need chasing, they are chased and washed again; finally, the fasteners are dried and bagged. It's really the right way to do this, thanks for taking the lead, **Tom!**



The driveshaft was unbolted from the transmission, and we propped up the back of the engine with a floor jack and some wood. Time to remove

the transmission! We had an engine hoist and straps at our disposal, but **Gene** and **Dave** simply lifted the transmission out and placed it on the passenger floor.



The throw-out bearing was inspected and to our astonishment, it actually still turns, but it was very 'notchy' so we made the right call to replace it. **Dave** brought his electric impact wrench, so quick work was made of removing the pressure plate; next we looked at the clutch disc. It was worn at least $\frac{3}{4}$ away and had a missing rivet, so **Frank Neill's** call of getting the complete kit was spot on. It makes no sense to get this far in and do half of the work. The old throw-out bearing had to be separated from the bearing carrier sleeve – this took a hand sledge to knock it apart. Now I'm wondering how to press the parts together without pounding on the new bearing. Turns out it was my lucky day – the day before I did **Brent's** hub carriers and had a few pounds of pellet dry ice left over, so the new bearing went in the oven, the sleeve was packed in dry ice for a while and we just tapped and squeezed the two pieces together. Nice.

The pilot bushing is going to be replaced as well, but it's held captive in the flywheel – unlike most pilot bearings, it can't be removed with the flywheel installed. The flywheel was easy to remove, just a little prying and it was free of a locating dowel. Comparing the two bushings, the new bushing is thicker than the old one by an even 0.050". Pity there is only

LBC TECH by Frank Wissman

Scott Fleischman's 1976 TR6
Throw-out Bearing *(continued)*

about 0.032" clearance, so we cleaned up the old one and put a thin smear of grease on and put it back in. The clutch was centered with the alignment tool that came with the kit, and **Dave** drove the pressure plate bolts in partway to hold the plate in place. **Otis** locked the flywheel with a large pin and large screwdriver, and I torqued the bolts. All bolts on the flywheel and pressure plate had **Orange Loctite** applied – this stuff is highly recommended.



Filling the transmission with fluid is easy when it's sitting up in the interior.



Time to re-install everything. It took less time to get the transmission shaft inserted to the clutch than

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expected, so to make up for that, some of the bolts holding the bellhousing to the block refused to line up. Eventually the team got everything together, and the cover, H-brace and seat were re-installed.



The car was started and briefly tested while it was up on jack-stands – success! Once again there is smooth, quiet clutch action. Here is **Scott** getting ready to head out.



We went to **Codfather's** for a celebratory lunch that **Scott** generously picked up. Thank you! 🇬🇧

LBC TECH by The Franks

Back-to-Back Tech Sessions at Rosato Garage February 1st & 2nd

Thursday

We had a nice turnout for this session; **Dave Rosato, Otis Engleman, John Holbrook, Tom Meservey, Millard Smith, Gene Carter,** and **Frank Wissman.** I'm sure someone has been left out... The plan is to re-assemble and install **John Holbrook's** differential in his **1978 Spitfire.**

Before the session, **Dave** went to **South Coast Auto Center** in **Hollywood** and had the new bearing race pressed in. Also, I took the differential gears to my shop and gave them a good solvent clean.



Our first step was installing a drain plug like we did with **Scott Fleischman's TR6** using a 1/4" NPT plug. And like before, it was a bear to cut enough threads so the tapered plug would engage more than a few threads, but we got it done. The housing got a good solvent clean, getting rid of the tapping debris and very old fluid.



A quick recap - the diff was taken apart to fix some play in the input, there is a "collapsible spacer" that is tightened just enough to prevent axial motion and not too much that would bind up the gears. Definitely something that requires finesse.

Assembly was surprisingly straightforward. We had marked bearing caps that were location specific, and it can only be assembled in one way. Fasteners were cleaned, gear teeth were lubed, and it was time to tighten the pinion flange nut, which pulls up on the collapsible spacer and sets the placement of the pinion gear on the crown gear. The force required was impressive – **Dave** was using an extension bar on the wrench; I estimate that over 150 ft-lbs of torque were applied to set the washer. Ah – a new definition of 'finesse'. After a few trials, we were thinking we had it done, but it was the end of the day so stopping now gave us time to review what we had done.

Friday

Big turnout for this session; **Dave Rosato, Otis Engleman, John**

Holbrook, Tom Meservey, Frank Neill, Millard Smith, Ferol Vernon, Frank Wissman, Gene Carter, Don Durham, Logan Black, and **Kevin Campo.** **Otis'** wife **Debbie** had sent along some delicious muffins that were quickly consumed.

We reviewed yesterday's work and agreed that the nut was correctly torqued, so now the first task was to finish up the installation of the rebuilt differential in **John's 1978 Triumph Spitfire,** then reinstall the exhaust and bleed the brakes. **Gene** led the differential installation, so naturally it was done much sooner than most of us expected. **Frank Neill** has a new pressurized bleeder that worked for the front brakes (**Spitfire's** have unique systems front and rear) but we had to tune up the rear with the old tried and true method of two people following the chant "Down", "Up", "Down", "Up"... **John** takes off for a test drive with **Millard** riding as a passenger since **Millard** is contemplating what his next **LBC** will be, maybe a **Spit.**

They return (!) and **John** reports that everything seemed fine, which is as good as we can ask for.

Next **Don's 1967 MGB** roadster was put on the lift to try and diagnose a clunking sound that occurs in 1st gear and occasionally 2nd. At startup the noise is barely audible when idling in gear but when we applied a bit of brake it was quite loud. So, with **Don** out of the car we put the car up to the reach of **Dave's** lift and checked the U joints, etc., and all seemed fine. **Dave** tried to check the condition of the throw out bearing using a borescope but

LBC TECH by The Franks

Back-to-Back Tech Sessions
(continued)

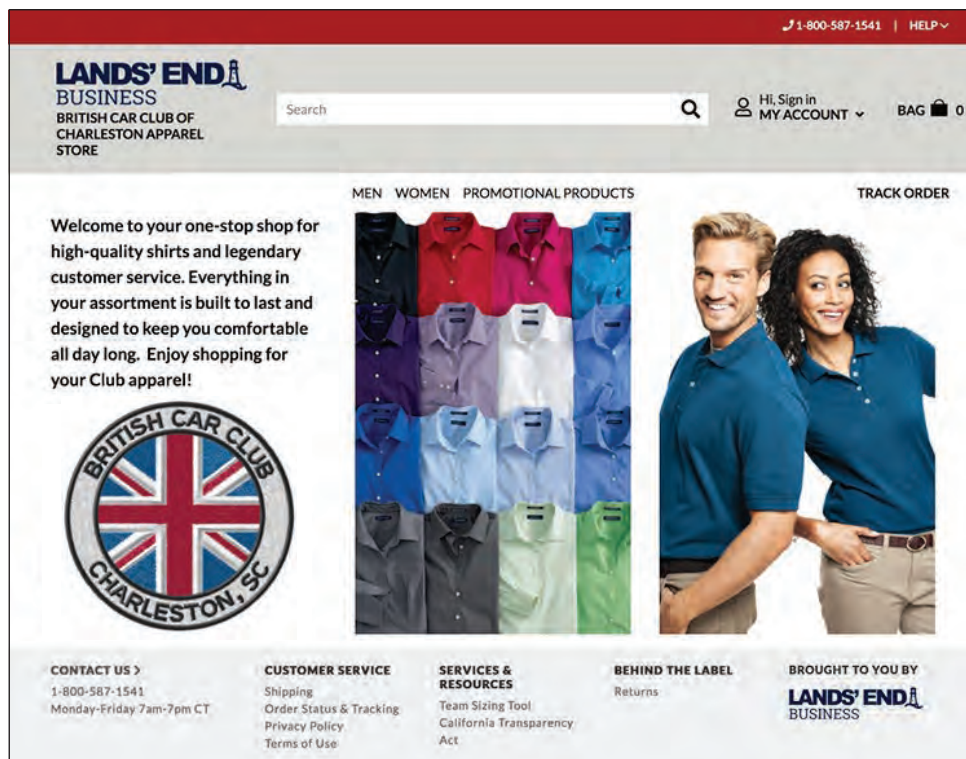
didn't see anything that looked out of place. Deciding to start the car up again, **Tom** volunteered to climb up to the driver's seat. Fortunately, 17-year-old **Logan** observed a 70 something old man trying to boost up an 80 something old man and asked if we wanted him to climb up. No one argued with that! With **Logan** at the helm, we ran the car and determined the noise seemed to be coming from the transmission. A bit of a mystery that will have to be addressed another time. **Don** is able to drive the car, he's accepted that for now he just starts in 2nd gear.

Lastly, we brought in **Logan's**

1979 MGB roadster. The steering rack that **Parrish Chaplin** had donated had been installed before the new motor mounts were put in place. Unfortunately, the bolts for the mounts can't be accessed without removing the rack. Rephrased, if you need to replace the motor mounts, the steering rack and column must be removed, not exactly maintenance friendly. Several people worked on removing the rack, getting the motor mounts buttoned up, and reinstalling the rack. Meanwhile, **Dave** and **Logan** somehow got the new boot on the bell housing for the clutch lever installed. Putting the gearbox mount back in place took several tries. Turns out leaving the fasteners loose until installed

was the trick. The driveshaft was put in place and will be finished up at a future session along with reinstalling the radiator and a new electric fan. Also, we (**Dave**, actually) need to weld the new exhaust pipe that **Logan** bought that runs from the manifold to the rest of the exhaust.

A mystery that popped up when replacing **Don's** incandescent brake/running lights with LED bulbs. Much brighter, but with the headlights and running lights it was barely noticeable when the brakes were applied. We tried a bulb **Frank Neill** had sourced for his **Austin Healey** and that was perfect. We switched **Don's MG** back to the original bulbs. Need to get to the bottom of that another day. 🇬🇧



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LBC TECH by Frank Wissman

Pam Brown's 1978 Triumph Spitfire Hazard Switch Replacement

Wednesday the 21st we had a tech session at my shop to replace the hazard switch on **Pam Brown's '78 Triumph Spitfire**.

Some background – all-around **Spitfire** genius **Gene Carter** and I have been struggling for months to solve a fuse blowing problem that takes out her overdrive, tachometer, brake, hazard, reverse and parking lights, as well as the temperature and fuel gauges. We had already put in a dedicated, fused circuit for the radiator fan, but that wasn't fixing the problem. **Gene** points out that almost everything that is protected by the fuse also goes through the hazard switch, and it's a known problem that **Gene** had solved earlier on his **'79 Spitfire** by replacing the switch. There is a secondary issue with the battery going flat after a few days if it's not on a **Battery Tender**, so we will look into that, too.

The crew was **Dave Rosato, Gene Carter, Tom Huff, Otis Engleman, Will MacPhee, Pam Brown**, and yours truly. **Otis** brought tasty muffins and **Pam** treated us to a box of donuts.

Per **Gene's** guidance, **Pam** sourced a new hazard switch from **Spitbits**. It's a new replacement and looks very well made – with correct wire colors and overall good workmanship. We swapped the origi-



nal switch knob to the new switch assembly; it just looks better that way. We dive in to disassembling the dash enough to get to the switch, **Dave** and **Gene** replace it and then we do the preliminary testing.



Other than some minor 'it used to work and now it doesn't' gremlins that were resolved, everything was good. The rest of the steering column and dash trim are re-installed, a bad dash dimmer switch was identified, and **Tom** found a marginal ground on the right reverse light that he remedied.

We did a quick check that the alternator was providing over 14.4VDC when the engine is running, and using an oscilloscope it was determined there was no AC component on the charging voltage (which would have meant one or two diodes in the alternator had opened up). We also checked if there was a drain on the system that could explain why the battery wasn't holding a charge. I put an ammeter between the negative battery terminal and the negative cable and kept increasing the sensitivity of the meter. Even at the most sensitive setting, the 200 microamp scale, there was no measurable current flow. Time for a new battery.

We wrapped up around 11:00. The day had warmed up enough that Pam drove home with the top down, it was a good day for everyone! 🇬🇧

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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

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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



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.

MARCH 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 7:30am – 11am <i>Fly-In Breakfast Mount Pleasant Airport</i>	4	5	6	7	8	9 2pm – 5pm <i>BCCC Monthly Meeting and Oyster Roast</i>
10	11	12	13	14	15	16 8am – 12pm <i>Chas. St. Patrick's Day Parade</i> 9am – 11am <i>Sea Islands Cars and Coffee</i>
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6 9am – 2pm <i>Carolina British Classics XVI</i> 10am – 11am <i>Monthly Mtg</i> 10am – 2pm <i>Bee City Zoo</i>

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

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

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Table listing officers: Dave Rosato (President), Richard Fritz (Vice President), Ken Smith (Treasurer), Millie Horton (Secretary), Frank Neill (Membership Coordinator), Lynn Rosato (Regalia Sales), Gary Brown (Windscreen Editor), Michael Caristi (Events Coordinator), Gene Carter (Events Coordinator), Enrique Espinosa (Board Support Member), Irene Breland (Board Support Member), Darryl Beech (Mr. Wizard), Dave Rosato (Webmaster).

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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:

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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: