



The WINDSCREEN

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**2025 BRITISH CAR DAY
CLASS AWARD
WINNER
1971 LOTUS
ELAN
PAGE 13**



Otis Engelman's Award Winning
1971 Lotus Elan Roadster

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PREZ SEZ

by Dave Rosato

I thought I'd be writing about the **Carolina British Classics XVIII Car Show**. I registered but we were planning on being at our cabin in **NC**. We decided to drive two cars, the **MGA** and **Lynn's car**. We took **Rt 26** which meant **4,000rpm** to keep up with traffic in temperatures that got to **87**. I barely made it to the cabin. More on that in a bit.

I just have to say that **Michael Siegmund** and **Pat Faulkner** are doing a great job planning this year's **British Car Day**. I'm looking forward, for the first time in five years, to actually walk around and look at all the cars! **Irene Breland**, **Millie Horton** and **John Scott** are working to get a good showing of **Triumphs**, the spotlight marque. **Registration will open online on April 15th**.

If you are interested in joining us on the **Spring Drive to Asheville** on **June 8th** to the **11th**, there is availability. Contact **Mike** or **Gene** if you are interested.

Save-the-date Saturday, April 18th for the **Drive to Atalaya Castle in Murrells Inlet**. It was built between **1931** and **1933**. **Lynn** and I went there years ago for the **Annual Arts & Crafts Festival**.

Tech Sessions

We have a lot of club cars to work on after a slow Winter. We will have a **Tech Session** at my garage on **Monday, April 13th**. I didn't get a lot of responses to my last email. If we do get more response, we may extend it to include **Tuesday**. We will also be having one at **Andy Beall's** garage on **April 25th**.

My attempt to attend the Carolina British Classics XVIII Car Show

The first **Pertronix electronic module** I put in the **A** lasted about **seven years**. It died on a club drive to **Nags Head**. It started by skipping now and again. It is subtle, but you can feel when a spark plug doesn't fire. It got more frequent to the point where the engine died. Fortunately, **Michael Siegmund** had a spare module. A couple weeks ago it started happening again. I was planning to drive the car to our cabin in **NC**, then drive it to the **Cayce** car meet, so I put a new **Pertronix** in. The drive to **NC** started great. When we got to **Columbia** the temperature got to **87**. We were taking **26**, so the

engine was at **4,000rpm** just to keep up with traffic. The car never overheated though. About a half hour after **Columbia**, the **Pertronix** started acting up. **Lynn** was driving behind me with the **four cats**. We pulled off the highway and filled up the tank. We decided to continue on back roads. The engine skipping got worse. At times it just shut off for 5 seconds. I nursed it and made it through the gate at the mountain where our place is. It died and wouldn't start. I decided to put points in the distributor. I didn't have all the proper connections and screws but I got it to work. But when I turned the key, the **SU fuel pump** was making a buzzing sound, not the normal clicking. But the car started so I jumped in hoping I could make the last mile, mostly up hill with a very steep grade. The car was still skipping like with the **Pertronix**. I got to about 100 feet from the house and the car died. The fuel pump was silent. I called **Lynn**, who had gone ahead to the house. She grabbed a rope and we towed the car the rest of the way.

I had a **new SU electronic fuel pump** at home, so I bought an inexpensive one on **Amazon**, which was delivered the next day. I read about the control box and decided to pull it out and clean contacts. It looked very clean though. I put it back in and looked at the two relays while trying to start the engine. One relay is supposed to close as soon as the engine starts. It didn't. This indicated that the generator wasn't working. I got my meter and low and behold, nothing was coming out of the generator. In summary, the **Pertronix**, the **fuel pump** and the **generator** all died. The **USB charger** didn't work either. If the control box didn't properly limit the voltage output from the generator, it can put out as much as 80 volts. That would overheat the generator and fry other electronics. That was my guess. I called **Jeff Zorn** at **Little British Car Company** to see if they had an **MGA alternator conversion** in stock. They did. I ordered it along with all the correct parts for points

WELCOME NEW BCCC MEMBERS

Alex and Nicole Zinny
1980 MGB

*We Look Forward to Many
Happy Miles Together!*

PREZ SEZ

(continued)

and they shipped them overnight. UPSA dropped off the alternator conversion on Thursday. I had removed the generator and installed the new fuel pump the night before. The alternator went in OK. The wiring was unexpectedly easy. The four heavy wires at the control box all get connected. The two smaller yellow wires get connected. The two wires left are ground wires and are not used. The two wires that were connected to the generator now get connected to the alternator, with new connectors. The control box is not used. I turned the key and heard the fuel pump start. No leaks. I do have to say, this is the quietest fuel pump. I then start-

ed the car. It started without any smoking wires. The battery voltage was about 12.5 volts. It should be 13 to 14 if the alternator is working. I shut it off. I checked the connection of the two yellow wires as I used the device that came with the kit. I made a better direct connection and started it again. This time the battery voltage was 13.5 and the ignition light operated properly. I drove the car to a neighbors house and used his timing light to correct the ignition timing. I took the car for a drive which went well. I was very reluctant to drive the 3.5 hours to the **Carolina British Classics XVIII Car Show** on **Saturday** with so many things changed on the car, so I didn't attend. 🇬🇧

***Safety Fast,
Dave***



VP'S CORNER

by Richard Fritz

The Great Staten Island Submarine Challenge

The water was already over the hood when my girlfriend said, "My shoes are going to be ruined". That's when I realized two things: I was about to destroy a perfectly good car—and I already lost the girl to a weird shoe fetish.

If you've ever owned a little British sports car, you learn two things fast: they leak from everywhere — and sooner or later, they'll convince you to do something stupid.

When I was young man, I believed three things: my Sunbeam Alpine was faster than it actually was, the weather was always better than it looked, and my girlfriend would eventually realize I was her hero.

One afternoon in '66, the Alpine and I proved all three wrong.



I got to know Carmen Maria the night of the '65 blackout on the east coast. I was driving three girls from St. John's in Brooklyn into Manhattan in a Sunbeam Tiger—already a questionable decision. Carmen was different. Aspiring socialite. Loved the City, the culture, and finer things. I had none of those things—I was out of her league, but at least I could pitch.

We clicked. She even tutored me in organic chemistry at St. John's. Unfortunately, chemistry was the

only thing that worked out that semester. My GPA had imploded from 3 semesters of abuse, and so did my aspirations for becoming a pharmacist.

I regrouped—community college upstate, part-time gas station job—but Carmen and I kept going. Weekends with her in Chelsea when I could. Time with friends Vincent and Laura. Ferry rides to visit friends on Staten Island. Junkyard runs to Stucker's for Sunbeam parts.

And then there were Charlotte and Bob.

Newly married. Baby on the way. Small apartment. Big stress. We visited often—probably too often.



Vincent and I tormented Bob. We had a habit: never used the door—always the ground-floor window just to get on his nerves. Charlotte stopped laughing after the third time. Bob denied knowing us. We took that as encouragement.

Their decorating didn't help. They bought an emerald-green rug too big for the room—and instead of cutting it, they ran it up the wall. To us, it



VP'S CORNER

(continued)

wasn't décor. It was equipment.

We'd grab the edge, roll ourselves up like burritos, and sing "We're off to see the Wizard..." The girls screamed. Bob yelled. No body listened. We'd unrolled, stood up, exchanged a look... "Same way out?"—"Yup, same way out." And dove out the window. Bob watched us run off... like a man reconsidering every decision he'd made since he was twelve.

One summer day, Carmen and I headed back to help Charlotte prep for the baby. Storm warnings were everywhere. I ignored them. The ferry would be fine. It wasn't.

Rain hammered the deck. The harbor churned. At the terminal, a manager warned of flash flooding on Richmond Boulevard.

I nodded... and drove straight onto Richmond Boulevard.

At first, it was manageable. The Alpine leaked, of course—but I had the standard British-car accessory: a beach towel. We pressed on, and then the road tilted uphill—and the water came down.

Not rain—a river.

"Don't stop," I told myself.

"My shoes are going to be ruined," Carmen said.



"Your shoes are about tenth on my list of concerns right now."

At the bottom of the hill, a disabled car sat half-submerged. Doors open. Water blasting through it like a kids ride at a waterpark. The owners stood on higher ground, just watching it drown.

I looked at Carmen.

"If we stop, that's us."

I eased forward. Slow. Steady. The water rose.

Then it climbed over the bonnet.

Now it looked like a WW II newsreel of a submarine slipping beneath the surface.



The water crept toward the windshield.

"My shoes are getting wet."

The engine coughed. Sputtered. Died.

Carmen made a sound I've never heard before or since—like someone having several medical emergencies all at once.

I hit the clutch. Turned the key. Said a quick prayer to any available deity.

The engine roared back. I've defeated the Prince of Darkness, I thought!

We crawled forward.

VP'S CORNER

(continued)

"Get me out of here!"

"I'm going as fast as the Atlantic will allow!"

A few more yards—and suddenly, pavement ahead.

The water dropped away. We emerged like survivors of a naval battle.

I pulled over. Checked the engine—dry. Wiring—dry. Running beautifully.

Inside the car? Different story.

Windows were fogging. Carmen sat rigid. Silent. Furious. Steam pouring out of her ears.

The rest of the drive was in silence—Dead silence.

At Bob and Charlotte's, Carmen finally spoke.

Not: "You saved us." "You're my hero."



Not: "That was incredible."

Instead:

"You're a reckless idiot. I could have drowned. And you almost ruined my shoes."

Then: "Take me home."

Honestly, I thought the day was going pretty well.

We survived a flood. The Alpine was now a certified naval "Specialized Coastal Vessel". And we had a story for the ages.

But we never made it to the "ages."

Epilogue

Carmen stayed angry for about a week.

Charlotte had the baby.

Charlotte and Bob divorced six months later.

Carmen left college—went to work at IBM.

Distance, work, and reality caught up with Carmen and me.

A year later, we were done.

Still—one unforgettable Sunbeam chapter.

Moral of the Story

When you're young, you think you're invincible.

A British sports car will challenge that—and ultimately take you down.

And if your girlfriend is worried about her shoes while you're driving through a flood...

...your relationship may already be in deeper water than the road ahead. THE END

Another Story from the Annals of WizzzBANG 🍷

Rich

A Note to All Members Regarding the **British Car Aptitude Assessment** on page 19 of the March Windscreen.

Members should complete the aptitude test by filling in the answer page and bringing it with them to the **April Club**

Meeting. Millie has the *ANSWER KEY* and will grade the tests.

The highest score will receive the **Official Lucas Illumination & Trust Restoration Kit!**

You must be present to participate.

Thank you,

Rich



MARCH BCCC MEETING

by Millie Bull Horton

Greetings fellow **BCCC members**. If you did not make it to the March breakfast meeting in person, here's a brief recap.

It's springtime and the **LBCs** are coming out of the garage. I understand there were about **5 cars** from our Club at the **St. Patrick's Day Parade**; not a bad showing, given that we were allowed only 6 slots.

The **Carolina British Classics XVIII Car Show** in **Cayce**, always a favorite with our group, looked a bit chilly and windy from reports. Have not heard yet who all made the trek but stay tuned for next month's summary. The **Tartan Day South Festival** always provides enjoyable Scottish games and food, enough to satisfy one's cravings if he/she can't get to the wee country itself.

If you have never attended the **Sandhills Motor-ing Expo** in **Pinehurst, NC**, consider it for **May 22-24**. From those who have been, it sounds delightful with some really nice cars there. This year **Jaguar** is

the featured marque. My friend **Brandon Shriver** is the **Chief Judge** and is looking for others to flesh out his team. Contact him at bshriver@sandhillsmotor-ing.com if you can assist. You may have seen an email to all BCCC members to this effect.

Tech sessions abound due to the wonderful giving nature and mechanical minds of all the guys. **Pam Brown's Spitfire** is earning frequent-flyer miles there, but things are steadily being sorted out. **Conrad Wells's MGCGT** is awaiting help; interestingly, this car has electric power steering.

Also up is **Patrick Lane's Spitfire** which is getting a new transmission with OD.

Thanks to all members and officers who make this Club so fantastic! 🍀

Respectfully submitted,
Millie Bull Horton



APRIL CLUB MEMBER BIRTHDAYS

Gary Barker	2	John Holbrook	13	Bob Walker	21
Dee Carter	3	Tyler Neill	13	Leonard Way	22
Susan Hunter	3	Ryan Herbst	14	Janice Abbott	23
Mirela Lazescu	7	Lorraine Dustan	15	Bill Dutour	23
Gary Ling	7	Bonte Merrill	15	Nicole Zinny	24
Alex Zinny	7	Paul Seesman	16	Craig White	25
Bradley Lucas	8	Holly West	17	Michael Garvey	26
James Martin	9	Dwight Olson	18	Maria Ness	30
Michael Moody	9	Wanda Privratsky	18	Douglas Wilson	30
		Bill Goff	20		

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SC BREAKFAST CLUB FLY-IN

Sunday, March 1st at the Mt. Pleasant Regional Airport

This event was once again held in **Pat Waters'** hangar (grandson of **George Patton**). Fog kept most airplanes from flying in, but the crowd was great. Finally, **Jim Kneen** was able to attend something in his **R-R Silver Dawn** after cracked windshield was replaced. Also, **Kerim** was there in his light blue **Jaguar**. There was also the **Model A** belonging to **Eddie Collins** that was the last car to cross the old **Cooper River Bridge** before it was demolished. They are considering a brunch next year so we might actually have planes be able to land! 🇺🇸

Millie Bull Horton

SC BREAKFAST CLUB FLY-IN

Sunday, March 1st at the Mt. Pleasant Regional Airport



CHARLESTON ST. PATRICK'S DAY PARADE

Tuesday, March 17th

Ten brave souls toughed it out on a cold Tuesday morning to participate in the **St. Patrick's Day Parade in Downtown Charleston**.

Participants included:

Michael Lykins	1953 MG TD
Michael and Kimberley Caristi	2001 Jaguar XKR
Kerim Ouerhani	1990 Jaguar XJ40
Gene and Dee Carter	2015 Mini Cooper
Tony Giraldo and his son Carter	1975 MG MGB

Frank Neill and Becky Rakestraw 1967 Austin Healey

We gathered on **Radcliff St.** and decorated the cars and ourselves in the cold, windy conditions. Fortunately, it was warmer when we were in the cars and the temperature had improved. There was a good crowd despite the weather and several times we were asked to rev our engines. Three couples went to lunch afterwards at the **Fin & Crab** which is the renovated **Marina Variety Store**. 🍀

Frank Neill



CHARLESTON ST. PATRICK'S DAY PARADE (continued)



COVER CAR STORY

1971 Lotus
Elan Roadster

by Otis Engelman

The Lotus Elan didn't just succeed—it quite literally saved the company that built it.

The Elan quite literally saved Lotus. As remarkable as the earlier Lotus Elite was—with its fiberglass monocoque body, inboard disc brakes, independent suspension, and Le Mans-winning reliability—it was simply too expensive to produce and ultimately lost money.

Colin Chapman's solution was both ingenious and radical: a lightweight, cost-effective sports car built around a high-depth, box-section central spine chassis. In the Elan, the center console is the chassis—eliminating the need for a heavy steel perimeter frame. This design deliv-

ered exceptional torsional rigidity with minimal weight, though, by modern standards, it offered little in the way of passenger safety.

Up front, a "Y"-shaped structure carried the engine, transmission, and front suspension, while a shallow "V" at the rear supported the differential and suspension. The fiberglass body—backed by Chapman's eleven patents in fiberglass technology—allowed for styling that stood apart from anything else on the road.

Power came from a Ford of England block, specially cast with thicker cylinder walls to allow



COVER CAR STORY**1971 Lotus Elan
Roadster**

Produced from 1962 to 1973 across four “series” that indicated modest changes in performance or cosmetics, roughly 12,200 examples were built.

repeated reboring. Topping it was the now-famous Lotus Twin Cam cylinder head, designed by a member of Chapman’s team who chose a £250 upfront payment over £2 per unit produced— in hindsight, a costly decision as over 12,000 engines eventually used the design.

With approximately 115 horsepower pushing a featherweight 1,500-pound chassis, the Elan was a formidable performer both on the road and on the track. Produced from 1962 to 1973 across four “series” that indicated modest changes in performance or cosmetics, roughly

12,200 examples were built.

Finding the Car

My own ‘71 Elan Roadster came into my life through a 1990 classified ad that led me to Herkimer, New York, near Syracuse. There I met Ernie Sevilla, an IBM engineer, and found a complete car—“running when parked”—with a bit of creative updating to its Formula One championship badge to include 1992.

We agreed on a price of \$16,000, and, as often happens, I was persuaded to purchase an additional



COVER CAR STORY**1971 Lotus Elan
Roadster**

With encouragement from Robert Moray, the Elan eventually underwent a full restoration to original condition.

\$600 worth of parts he had brought back from England. In hindsight, I don't recommend buying parts you won't use right away—they tend to deteriorate in storage, as these likely had.

Once shipped home, the car revealed just how long it had been sitting: on first startup, a mouse's nest blew clear out of the exhaust pipe. I drove it occasionally before putting it into hibernation, having also convinced Debbie to go along with purchasing a new 1991 Lotus M100—a truly exceptional car that quickly became my daily driver.

Restoration and Revival

With encouragement from Robert Moray, the Elan eventually underwent a full restoration to original condition. The process was thorough: body-off, powder-coated frame, refinished suspension components, and a rebuilt engine bored .009 over.

The bodywork received meticulous attention from Club member Kerry Jamison and his shop. One of the Elan's well-known challenges—getting the doors properly aligned with the body—required considerable effort, but the results were



COVER CAR STORY**1971 Lotus Elan
Roadster**

With just 115 horsepower moving a 1,500-pound chassis, the Elan proved that lightness was the ultimate performance advantage.

worth it. The cockpit was refreshed with a new wooden dash, updated instruments, and new carpeting, while remarkably, the seats, tonneau, and hood remain original.

Back on the Road

Since 2020, the car has been back on the road and enjoyed regularly—no trailer queen here—and it has earned its share of recognition at BCCC shows. Its longest journey to

date was a trip to LOG 41 in Canaan Valley, West Virginia.

That trip provided one of its more dramatic moments. While cruising on the interstate, Debbie was behind the wheel when the hood suddenly flew open at highway speed. Thanks to her composure, she safely guided the car to the shoulder without incident. As it turns out, the Elan's hood can pop open if not secured using a very secret technique—one that her



COVER CAR STORY**1971 Lotus Elan
Roadster**

From roadside fixes to a hood flying open at speed, the Elan's adventures have been as spirited as its drive.

husband had been forgotten.

Another memorable episode occurred during a club trip to Helen, Georgia. The car ran beautifully all morning, only to refuse to start after lunch. Within moments, the men on the trip were under the hood diagnosing the issue, while the ladies comforted Debbie. In less than 30 minutes, a temporary fix to the starter switch was improvised in the parking lot, and we were back on the road.

For the remainder of the trip, the workaround required disconnecting a wire that jumped the solenoid

whenever we stopped for fuel—but the car ran flawlessly otherwise.

The Spirit of the Club

Of all the stories surrounding this car, that impromptu roadside repair remains my favorite. It perfectly captures the spirit of the club—skill, enthusiasm, and a genuine willingness to help one another.

And in many ways, that spirit mirrors the Lotus Elan itself: lightweight, clever, and full of character—always ready for the next drive. 🍷

Otis Engelman



LBC Tech | March 16th**Pam Brown's '78 Triumph Spitfire**

I initially called **Dave Rosato** about a gasoline leak coming from the carburetor of my **1978 Triumph Spitfire**. **Frank Neill** and **Dave Rosato** came to my house in **Mount Pleasant** on **March 16th** to remove the carburetor & diagnose the problem.

They asked me to order a carburetor repair kit. After it arrived, they returned on **March 20th** and installed the carburetor kit. **Success!!!!** Car is running great!

I personally want to thank **Dave** and **Frank** for their patience, determination, and willingness to troubleshoot and get my Spit back on the road just in time for Spring. 🇺🇸

**Thanks so much,
Pam Brown**



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**For more information on the event contact Dennis Taylor, Show Chairperson
(919) 610-7166, or dltpilot@hotmail.com or the club's website at
www.ncmgcarclub.org/events**



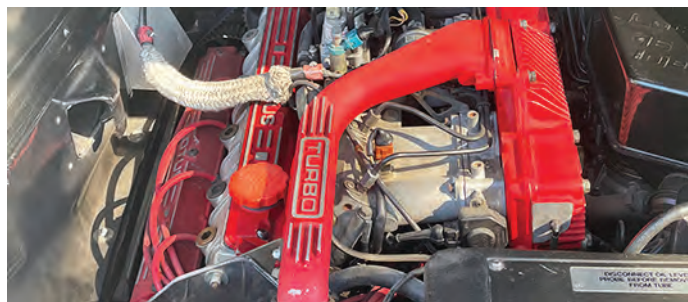
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FOR SALE

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

1986 Lotus S3 Esprit Turbo - This S3 Esprit Turbo has been refreshed under the hand of Robert Morey: the heater core was rebuilt, the all-leather interior was reproduced by Chip Alford, paint and body work by Kerry Jamison, and the fuel injection system was reworked by DeLorean of Texas. The shocks and bushings are currently being replaced. The car has new tires and refreshed wheels. In spite of the AC not holding refrigerant, Debbie and I drove to LOG 40 in Salt Lake City (2,200 miles one way), participated in the local drives, won First Place in our division, and drove home all in one week – and never a hiccup. More photos are available on [Facebook Marketplace](#). Asking **\$55,000.00**. Contact Otis Engelman at (843) 224-4863 or email oengelman@icloud.com



1949 Allard M Drop Head Coupe - This car was produced in England Dec. 2, 1949. It has a 239 CID flathead Ford V8 producing 100 HP. This is the same motor that was used in Mercurys in the US. I bought it in May 2013 in England and had it shipped here and restored. There were 500 M's produced and there are only 52 known to be left. Shown below right are the 2019 Kleber Trophy from the Allard Owners Club, the 2023 BMCCF car show in Wilmington, where it won "First in Class", and the Southport Lions Club Car Show in 2024 where it was awarded the State Port Pilot Award. Asking **\$79,000.00**. View by appointment in Oak Island, NC. Call (910) 599-7486 or email Hockpg@gmail.com



FOR SALE

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

1963 Alpine Series 3 GT / This is a matching-numbers car from the WizzzBANG Motors Garage. Many of you know this car from club events. It was mechanically and cosmetically restored about 15 years ago right here in SC, and I've had the pleasure of owning it for 6 years. During that time, this lovely GT has won several best-in-class awards in highly competitive club events throughout the Carolinas. Some features of this 1600cc car are a repro radio speaker-console w/retro blue-tooth radio, e-ignition, e-fuel pump, brake booster, Weber, OD, LEDs, a mahogany dash, and matching Moto-Lita Mk 9 steering wheel. Contact Richard Fritz at 843-817-4063, or wizzzbangmotors@gmail.com. **Best Offer.**



1963 Austin Healey 3000 BJ7 - with rare factory hard top. Restored by an AACA Judge. Excellent condition. One of only 3,532 exported to the USA. Maintained in excellent condition for tours, shows and other events. Owned for 32 years, garaged, engine and undercarriage in show condition. Dunlap stainless steel 15"x5.5" 72 spoke wheels. Set of tools and original jack, Tonneau cover, miscellaneous books included.

Asking **\$68,500.00**. Contact Billy Pickens at (864) 617-0815.



FOR SALE

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

1965 Austin Healey Sprite - Body is in rough shape with rusted corner panels. Interior looks good, as does top and boot. The car has been in storage since 1981. I put in a battery and engine spins and lights work. Drive train appears good. Tires still have stickers on them, although way past date code. The title shows the manufactures serial number as HAN8L46217.

Included is a manual, two sets of keys, sales receipt and advertising brochure. Great car for the British enthusiast.



Contact Michael E. Boatwright at 843-881-8626 or email mboatwright26@gmail.com.

1973 TRIUMPH TR6 – Exceptional Condition. Finished in striking Pimento Red with a black interior. The car underwent an extensive, in-frame restoration during 2020–2021, no expense spared. The body is rust-free. Only 11,924 TR6s shipped to the USA for the 1973 model year, this example represents a desirable and increasingly collectible British roadster. Manuals, a tonneau cover, and a full car cover included. Asking **\$23,500.00**. Contact Billy Pickens at (864) 617-0815.



1953 MGTD - Red with Black interior and trim. I have owned for 24 years. Older restoration, excellent driver. Well maintained with records, odometer says 79,411 but the restoration renewed the car. Restoration was professionally restored by the previous owner, a Doctor who took great care of the car. Many spares to go with the car. Strong engine and drive train. Asking **\$21,000.00**. Contact **Paul Wharen** at 843-509-6316 or email pwharen@aol.com.



FOR SALE

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

Complete Moss Motors Tan/Tan interior from '67 MGB: Ready for Install 7-piece vinyl panel kit – Excellent condition. Genuine leather seat covers – Used/good, soft supple feel. Note: showing wear on driver bottom, can be moved to passenger side. Easily repaired. Seat foams (bottoms and backs) suitable for reuse. (Extra vinyl bits: cockpit (vinyl roll), door top rail vinyl (3x4 ft sheet), ss screws included) Perfect color-matched refresh kit and upgrade from vinyl for non-reclining seat frames ('62-'68). New from Moss/Rimmer >\$1,000 for seats, >\$700 for panels, \$400 for foams. Used Leather Seats – **Asking \$250.00**, 7-pc Tan Panel Kit – **Asking \$400.00**, Seat Foams + Vinyl Bits – **Asking \$150.00**, Full Bundle – **Asking \$800.00**. Foams are optional – will provide vinyl material for free. Serious buyers only. Local pickup preferred in Charleston/Mt Pleasant area. Shipping at owner's expense. Contact **Don** at drdurham4@gmail.com.



APRIL 2026

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 9:30 am – 11 am BCCC Monthly Meeting at Garage 75 at 1175 Folly Road on James Island
12	13 9 am – 3 pm Tech Session at Dave Rosato's Garage	14	15 Gathering of the Faithful South April 14 – 17, Cape Canaveral, FL	16	17	18 9 am – 4 pm Club Drive to Atalaya Castle 9 am – 11 am Freshfields Cars and Coffee
19	20	21	22	23	24	25 9 am – 3 pm Tech Session at Andy Beall's Garage 2610 Hamilton Rd on Johns Island
26	27	28	29	30		

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	Michael Siegmund	BCD Management
Richard Fritz	Vice President	Pat Faulkner	BCD Management
Ken Smith	Treasurer	Enrique Espinosa	Board Support Member
Millie Horton	Secretary	Irene Breland	Board Support Member
Frank Neill	Membership Coordinator		
Gary Brown	Windscreen Editor		
Michael Caristi	Events Coordinator		
Gene Carter	Events Coordinator		
Bette Cooper	Email Coordinator		

TECHNICAL ADVISOR

Darryl Beech Mr. Wizard

WEBMASTER

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: _____