



The WINDSCREEN

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2025 BRITISH CAR DAY AWARD WINNING 2021 MINI COOPER JOHN COOPER WORKS GP PAGE 11



Will MacPhee's award winning 2021 MINI Cooper John Cooper Works GP is no ordinary MINI.

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PREZ SEZ

by Dave Rosato

We have **33 cars** registered for **British Car Day**. We were at **47 last year** at this time, so get those cars registered. We have **31 registered** for the **Authentic British Tea**. We're getting close to the **limit of 48**, so **register ASAP** if you want to attend. **Triumph** is the **Spotlight Group**, so let's get those **Triumphs** registered. My "new" '67 TR4A IRS is registered.

Speaking of the **TR4A**. It is still burning oil. It is not from vapor from the valve cover. It must be valves or rings. I won't go into details, but **Gene Carter**, **Frank Neill** and **Will MacPhee** helped me remove the head and pistons once again. **Mike** at **Simons** wanted to look at the pistons, so I brought them and the head to his place. He didn't find any issues with the pistons or rings. He is going to remove the valves to see if he can find the problem. It has been burning about a quart every 200 miles, pretty significant. I wouldn't want to drive behind me!



We're going to meet at **Poogan's Southern Kitchen** again for the **August Monthly Meeting**. **Lynn** and I couldn't make the last meeting, but I received good reviews. We are looking at another restaurant that has locations in **Mt. Pleasant** and **James Island**. If this works out, maybe we can rotate locations. I understand we had some **Summerville members** at the last meeting who don't usually make the drive to **James Island**. It is hard to accommodate everyone at one location.

I drove the '56 **Thunderbird** to **Ale & Octane** last **Sunday**. I've been trying to sell the car for the past few months for the original owner. She got the car for her 16th birthday. It has been on **Facebook Mar-**



ketplace and is currently listed for **\$26,000.00**. If you are interested, or know someone who may be, please contact me.

Gary will be putting together a **2027 Calendar** based on cover photos in *The Windscreen*. We did this several years ago and they were a big seller. I still have one hanging in my garage. We will be in touch when they are available. As always, they will sell at cost.

Gene Carter and **Michael Caristi** have been working on a couple of **Club Drives**. One will be the **St. Augustine Christmas Light Celebration** the week of **January 10th**. The second drive is to **Franklin, NC**, which will incorporate the **Tail of the Dragon**, **Moonshiner 28**, **Waha Road**, and **The Cherochala Skyway**. This will be driving focused tour. They are looking at the last week of **April** or the first week of **May**, based on hotel confirmation. So keep the dates open. As plans get finalized, they will be in touch. 🇺🇸

Safety Fast,
Dave

WELCOME NEW BCCC MEMBER

Michael & Whitney Landis
1974 Triumph TR6

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VP'S CORNER

by Richard Fritz

Photography and Graphics by Rich Fritz

Costa Rica and British Sports Cars in the Jungle

Last month, Linda and I packed our passports, a suitcase full of Amazon orders, and enough optimism to survive international travel, then headed to Costa Rica to visit my son, Jason, and his family.

It was my first trip to Costa Rica. Linda had been there four or five times already, so naturally she assured me she knew exactly what to expect. She was wrong.

I had pictured a hot, humid, and steamy jungle canopy crawling with insects, snakes, monkeys and the occasional colorful bird. Instead, I found myself in a land that looked like a Jurassic Park. Towering mountains disappeared into low clouds, vines hung from trees that seemed to stretch forever, and every strange sound made me wonder what prehistoric creature had just spotted lunch.



After a six-hour flight from Charleston through Houston, our plane touched down in Liberia. Looking out the window, the airport was wrapped in a blanket of mist, giving the whole place an eerie, "You're not in Kansas anymore" appearance.

The landing was rough enough to loosen a few fillings, but as it turned out, that was one of the smoother parts of the trip. Then came Costa Rica Customs.

Linda had tangled with the same officer years earlier when she couldn't remember Jason's address and nearly earned herself an all-expenses-paid return flight to the United States. This time history was threatening to repeat itself. "Address?" No problem...



except Jason had texted it to me hours earlier, I had no cell service, and the airport Wi-Fi might as well have been powered by hamsters. The customs officer wasn't amused.



Just as our pending deportation papers were about to be stamped, my phone finally connected. There it was—the address. Jason had sent it under the name "Fritz Carlton." That's our family nickname for whichever relative's house you happen to be staying in. Think of it as the world's least expensive luxury hotel chain. I showed the customs officer the message. She glanced at it and immediately said, "Oh... the Fritz Carlton in Nosara." Without another question she stamped our passports as though tourists checked into the Fritz Carlton every day. Sometimes it's better to be lucky than prepared.

Once we united with Jason—and after retrieving nearly 80 pounds of Amazon cargo disguised as our luggage—we began the three-hour drive to Nosara. The scenery was breathtaking. Lush mountains. Deep valleys. Glimpses of the Pacific Ocean.

VP'S CORNER

(continued)

But the roads...? Imagine the worst road you've ever driven. Now cover it with 3-inches of dirt, gravel, and rocks. Most of the trip consisted of climbing one steep mountain only to descend another, bouncing through ruts, mud, washouts, and potholes large enough to qualify for their own ZIP codes. It was the sort of road that makes British sports cars pay dearly for every mile.

Jason's family lives on the side of a mountain overlooking a beautiful valley with the Pacific shimmering in the distance. Every morning the local wildlife announces the sunrise.

The stars of the show are the famous howler monkeys. If you've never heard one, imagine a steam locomotive, a snorting bull, and a chain saw all trying to sing the national anthem together... at five o'clock in the morning. Trust me—you don't need an alarm clock in Costa Rica.

While Linda and the girls explored beaches, restaurants, and shops, I spent a few days in Jason's wood-working shop with him and my grandson, Coby.

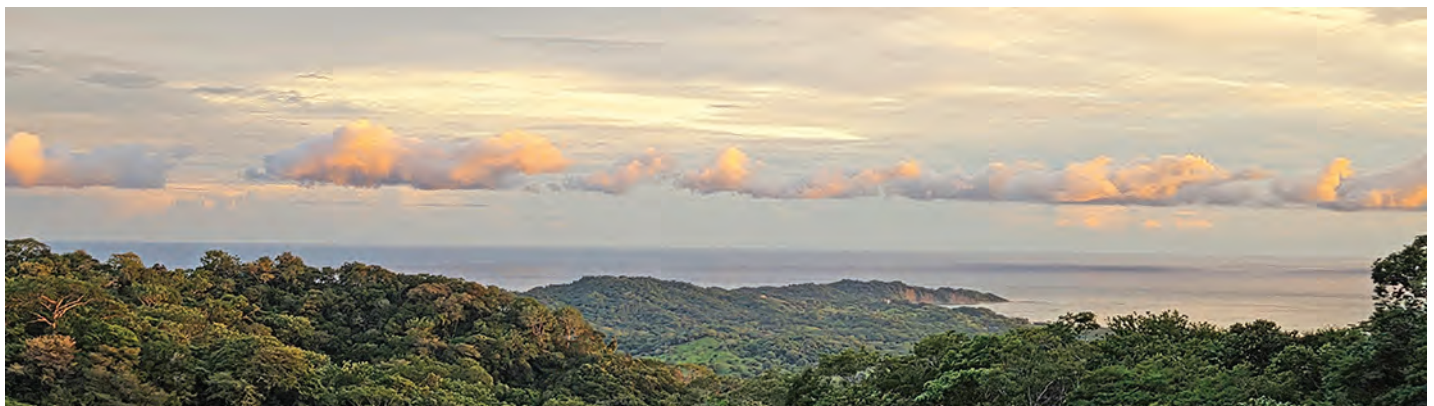
Now, I know just enough about woodworking to identify which end of a hammer hurts the most. Jason, on the other hand, builds beautiful custom furniture from teak, a wood that laughs at tropical humidity. Under his supervision I learned about joiners, planers, biscuit joinery, drawer slides, and enough sanding to remove my fingerprints permanently. By the end of the week I was beginning to think of myself as "Tim the Tool Man" Taylor. Then Jason announced he had one more surprise.



The British Car Club of Costa Rica was holding a rally from Garza to Santa Marta, finishing at Boca del Nosara Restaurante, and I had been invited to ride in the rescue vehicle. Now *this* was the vacation I came for.

We met Elliott Cruz, our rescue car driver, along with his faithful rescue vehicle, a well-used 2013 Mazda BT-50 pickup, which looked like it might need rescuing itself. Naturally, I asked what emergency equipment we carried.

"Wrenches... screwdrivers... a mallet... and rope."



VP'S CORNER

(continued)

No jack. No spare fuel. No trailer. Just rope. At that moment I decided optimism must be standard equipment for Costa Rican British cars.



The rally began without incident as MGs, Triumphs, Austin-Healeys, and other classics headed into the mountains on Costa Rica 160, a provincial highway... with the finest dirt, mud, loose rock, deep ruts, and hairpin turns that made mountain goats nervous. Getting into third gear was considered a victory. Occasionally the drivers found a short stretch of pavement and allowed their carburetors to breathe for a few glorious seconds before returning to what could best be described as organized geological exploration.

Traffic? Of course there was traffic. Nothing spices up a one-lane mountain road like meeting a delivery truck halfway around a blind curve.

The day's biggest excitement came when a 1959 MGA chose the wrong line through a badly rutted section and gracefully departed the roadway, coming to rest partway down a steep embankment. Suddenly that rope made perfect sense.

The BT-50 hauled the little MGA back onto the road, dusted it off, and after a quick inspection the driver simply climbed back in and continued the rally. There were a few overheated engines, one split radiator hose, a broken fan belt, and enough stories to fill several newsletters, but everyone eventually rolled into Nosara under their own power.

At the restaurant I asked several members why they willingly subjected their beloved British cars to



such punishment. The answer was almost universal. "Because we can." I loved that. Spoken like true LBC enthusiasts.



The British Car Club of Costa Rica lives life a little closer to the edge than most of us. Their cars regularly battle rough roads, broken springs, battered oil pans, worn shocks, and the occasional encounter with gravity. Many of these classics serve as daily drivers, not pampered garage queens. Yet their enthusiasm is exactly the same as ours here in Charleston. Different roads. Same passion.

Eventually it was time for Linda and me to head home. Even leaving four hours early almost wasn't enough. Road construction, mountain traffic, and an endless parade of vehicles heading toward Liberia slowed us to a crawl. When we finally reached the airline counter, the supervisor informed us we had missed the baggage cutoff and wouldn't be getting boarding passes. I calmly explained that we had already checked in online and were United VIP mem-

VP'S CORNER

(continued)

bers. He studied us for a moment. Then simply said, "Put your bags on the scale." Thirty seconds later our boarding passes printed. Apparently miracles happen in Costa Rica, too.

Looking back, this was one of the most memorable trips I've ever taken. Jason and his family have built a wonderful life there among friends from every corner

of the world. Costa Rica may not have all the conveniences we're used to, but it has something equally valuable—a relaxed pace, warm people, spectacular scenery, and an appreciation for enjoying life. And somewhere out there, if you ever find yourself in Nosara, don't be surprised if someone asks if you're staying at the "Fritz Carlton".

Just smile and say yes.

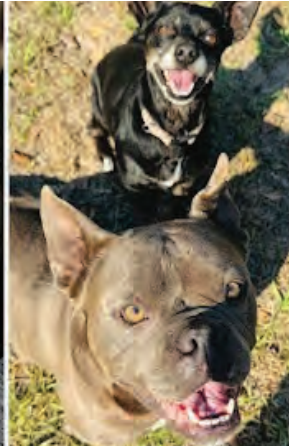
They'll know exactly where you mean. 🇸🇨

Rich



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JULY BCCC MEETING

by Frank Wissman

Photography by Frank Wissman and Gary Brown

On Saturday, July 11th, our BCCC club meeting was held at a new venue, **Poogan's Southern Kitchen** in **Nexton**.



There was a nice turnout, and we enjoyed the private room upstairs with a buffet breakfast and an excellent staff. **Rich Fritz** led the meeting in **Dave's** absence and shared the stage for discussion with **Michael Siegmund**, **Gene Carter**, **Rob Durscher**, and **me**. **Michael's** talk was centered around **BCD**, naturally, a big take-away is signing up early helps us figure out what ribbons, etc. we will need. There was a good group discussion about having **BCD flyers** available for anyone to distribute. Long story short, **Dave** has plenty of copies to share, and the links for the half and full-size flyers are up on the **BCD page** of the club website now. Here's the link:

<https://www.britishcarclubcharleston.com/British-CarDay2026/BCD2026Flyers.html>

So, if anyone wants some on short notice, it's easy to print the flyers at home.

A very sensible change was announced – there will be no more **goody-bags** for entrants. This is an easy call: the swag is nice but nothing essential, the club keeps going back to sponsors and supporters every year for items to put in the bags, and the time and logistics of gathering swag, having a bag stuffing party, and storing and transporting the stuffed bags prior to **BCD** make it an easy call to discontinue the practice.

Gene gave a synopsis of upcoming events - in a nutshell, there will be a day drive sometime this No-

vember and a few road trips first quarter next year.

I gave a recap of the roving **Tech Session** **Dave**, **Gene**, **Frank Neill**, and **I** had on the 6th.

Saving the best for last, **Rob** presented the club with the placard signed by the children at **Camp Happy Days**, which is a wonderful organization that provides support to children with cancer.



Our club does a lot of fun things, I'm very proud of us when we do something meaningful like this.



Gary Ling and his wife **Beverly** brought their **1963 Rolls-Royce Silver Cloud** which turned a few heads.

JULY BCCC MEETING (continued)



I like the emblem on the rear bumper; I didn't see any other emblem on the entire back of the car.



On my way home, I saw this very clean **MG TD** on **Hwy 26**. Hopefully a future member! 🇬🇧 **Frank**



ALE AND OCTANE CHARLESTON

Saturday, July 26, 2026

Photography by Dave Rosato and Frank Wissman





COVER CAR STORY

2021 MINI Cooper JCW GP

by Will MacPhee

Photography by Gary Brown

A Modern Lightweight Driver's Car

In 1956, engineer Sir Alec Issigonis was given a deceptively simple assignment by Britain's automobile industry: design an inexpensive car capable of carrying four adults and their luggage while using as little fuel and space as possible. The project was begun in response to the 1956 Suez Crisis, when fuel shortages created a demand for a small, fuel-efficient car.

The result was revolutionary.

Introduced in 1959, the original Mini featured an innovative front-wheel-drive layout with a transversely mounted engine sitting above the transmission. Its compact "two-box" design maximized interior room while minimizing

exterior dimensions, creating one of the most influential automobiles ever built. Today, nearly every modern compact economy car follows the same basic engineering formula pioneered by Issigonis more than sixty years ago.

Not long after the Mini's introduction, legendary Formula One constructor John Cooper recognized something its designers hadn't fully appreciated. Beneath its modest appearance was the foundation for a remarkably capable performance car. Cooper transformed the economical little sedan into the Mini Cooper, and motor-sport history was never quite the same.

COVER CAR STORY**2021 MINI Cooper
John Cooper Works GP**

One characteristic more than any other explains the MINI's enduring popularity: low weight. Lotus founder Colin Chapman famously advised engineers to "Simplify, then add lightness." Few automotive philosophies have stood the test of time better.

The Mini Cooper became a giant killer.

It won races on circuits around the world, dominated rally competition, and captured the prestigious Monte Carlo Rally multiple times against far more powerful machinery. Later, the original The Italian Job and its 2003 remake cemented the Mini's reputation as an international automotive icon. It became the quintessential "everyman's" sports car—affordable, practical, and astonishingly entertaining to drive.

Production of the original Mini continued in Britain until 2000, while licensed production in sever-

al other countries carried on even longer.

By then, BMW had acquired the MINI brand and wisely recognized that its greatest asset wasn't simply its styling—it was its personality.

Rather than attempt to recreate the original, BMW reimagined it for the 21st century. The all-new MINI debuted in 2001, combining modern German engineering with unmistakably British character. Built in England, it retained the original's playful handling while offering modern comfort, safety, and reliability. Today the MINI lineup includes numerous models, but every one still reflects the same



COVER CAR STORY**2021 MINI Cooper
John Cooper Works GP**

The MINI's front fender blades, as well as the dash, proudly wear each specific GP's serial number from the 3000-unit, very limited edition run.

philosophy that made the original famous.

I believe one characteristic more than any other explains the MINI's enduring popularity: low weight.

Lotus founder Colin Chapman famously advised engineers to "Simplify, then add lightness." Few automotive philosophies have stood the test of time better.

Many of the world's most beloved driver's cars weigh less than 3,000 pounds. Modern supercars may produce well over 1,000 horsepower and exceed 200 mph, but around town—or on a winding back road—they often feel over-

sized, overpowered, and underutilized.

Adding horsepower inevitably requires stronger transmissions, larger brakes, stiffer suspensions, reinforced chassis components, larger tires, and more sophisticated electronics. Every improvement adds weight, complexity, and cost.

Ironically, much of that tremendous performance is rarely used. Like the cargo beds of many pickup trucks, the capabilities of today's supercars often remain largely untapped.

Lightweight sports cars offer something different.



COVER CAR STORY**2021 MINI Cooper
John Cooper Works GP**

With air conditioning, Bluetooth, heated seats, modern electronics, and every contemporary safety feature imaginable—underneath it's still a serious performance machine.

Their charm comes not from overwhelming power, but from agility, responsiveness, balance, and the feeling that driver and machine are working together. That, to me, is the essence of a truly enjoyable automobile—and why so many classic British sports cars remain so rewarding decades after they were built.

Over the years Lois and I have owned four MINIs—three hardtops and one convertible—and we've enjoyed every one.

When we moved to the Charleston area several years ago, I purchased a 2021 MINI Cooper with an automatic transmission. It was my first automatic personal car, a

reluctant concession to advancing years and the realization that heavy traffic makes constant clutch work a little less enjoyable than it once was.

At the time, however, one particular MINI kept occupying my thoughts.

The MINI John Cooper Works GP. With a sticker price exceeding \$40,000 when new, it seemed difficult to justify. But the idea never quite disappeared. About a year ago I found a one-owner example showing nearly 96,000 miles offered for roughly half its original price. I watched it for several months while another GP appeared



COVER CAR STORY**2021 MINI Cooper
John Cooper Works GP**

With its turbocharged 2.0-liter engine that produces over 300 hp, the 2021 MINI Cooper John Cooper Works GP is no ordinary MINI.

on the market with only 20,000 miles—but after passing through four different owners. Clearly, this wasn't a car everyone could live with.

Eventually curiosity won.

After a trip to Tampa and some lengthy negotiations, I drove home in my 2021 MINI John Cooper Works GP.

The GP is no ordinary MINI.

Its turbocharged 2.0-liter engine produces over 300 horsepower. The rear seat has been deleted to reduce weight, enormous Brembo brakes hide behind lightweight wheels, and the suspension is un-

apologetically stiff. In fact, the ride reminds me of Road & Track's famous description of the 1965 Shelby GT350—it rode "like a Hungarian ox cart."

Oddly enough, that's a compliment.

Like the Shelby, the GP feels like a race car that's been civilized just enough for public roads. It has air conditioning, Bluetooth, heated seats, modern electronics, and every contemporary safety feature imaginable—but underneath it's still a serious performance machine.

And remarkably, it weighs only about 2,800 pounds.



COVER CAR STORY

2021 MINI Cooper
John Cooper Works GP

// Like the Shelby GT350, the GP feels like a race car that's been civilized just enough for public roads."



COVER CAR STORY

2021 MINI Cooper
John Cooper Works GP

Although separated by over sixty years of automotive development, the 1956 Jaguar D-Type, the 1965 Shelby GT350, the 2015 Subaru WRX, and the 2021 MINI Cooper JCW GP all occupy roughly the same performance envelope.

That number led me down an interesting rabbit hole.

While reading an old Road & Track road test of the 1956 Jaguar D-Type, I was surprised to discover that its published acceleration and top-speed figures were astonishingly close to those of my MINI GP. That prompted me to compare several legendary driver's cars from different generations—including the Jaguar D-Type, the 1965 Shelby GT350, and the 2015 Subaru WRX.

The similarities were remarkable.

Although separated by over sixty years of automotive development, these cars all occupy roughly the same performance envelope. What differs dramatically is how they achieve it.

The comparison illustrates just

how far automotive engineering has progressed. The Jaguar achieved its extraordinary performance through uncompromising race-car engineering and almost no concern for comfort or safety. The Shelby relied on a large-displacement V-8 and brute-force simplicity. The Subaru used all-wheel drive and modern turbocharging.

The MINI GP accomplishes nearly the same feat while carrying air-bags, stability control, ABS, air conditioning, navigation, Bluetooth, crash structures, and every convenience expected in a modern automobile.

That is an impressive engineering achievement.

Of course, the GP isn't perfect.

Its ride can be punishing on

2021 MINI Cooper JCW GP Performance Comparison



Specification

	1956 Jaguar D-Type	1965 Shelby GT350	2015 Subaru WRX	2021 MINI Cooper JCW GP
Engine	3.4L DOHC I6	289 cu in (4.7L) V8	2.0L Turbo Flat-4	2.0L Turbo I4
Horsepower	250–285 hp	306 hp	268 hp	301 hp
Torque	~240 lb-ft	329 lb-ft	258 lb-ft	331 lb-ft
Transmission	4-speed manual	4-speed manual	6-speed manual	8-speed automatic
Drive	RWD	RWD	AWD	FWD with LSD
Weight	~1,900 lb	~2,800 lb	~3,300 lb	~2,850 lb
0–60 mph	~5.5 sec	~6.5 sec	~5.4 sec	~5.0 sec
Top Speed	~170 mph (race trim)	~135 mph	~144 mph (limited)	~165 mph (limited)

COVER CAR STORY**2021 MINI Cooper
John Cooper Works GP**

Much of the spirit, agility, and excitement of the lightweight British sports cars I have loved for decades, has been captured in the MINI Cooper JCW GP.

rough pavement, and perhaps its greatest disappointment is that it was never offered with a manual transmission. For those moments when I want to practice heel-and-toe downshifts and double-clutching, my Morgan Super 3 still fills that role beautifully.

But if I'm honest, the MINI GP may well be my favorite automobile I've ever owned.

Finally, there is the issue of safety.

Every time I climb into the Morgan, I'm reminded how much automotive safety has advanced. Airbags, crumple zones, side-impact protection, modern seat belts, head restraints, sophisticated braking systems, and electronic stability

control all become very comforting concepts.

Perhaps that's the MINI GP's greatest accomplishment.

It captures much of the spirit, agility, and excitement of the lightweight British sports cars I have loved for decades, while surrounding the driver with levels of safety and refinement their designers could scarcely have imagined.

For me, that's about as close as modern engineering has come to creating the perfect driver's car.

And finally, borrowing an old MG slogan, perhaps it really is "Safety Fast." 🚗

Will MacPhee



LBC Tech | July 6th

Mobile Tech Session

by Frank Wissman

Photography by Frank Wissman

The mobile tech session went out for another series of house calls. **Gene Carter, Frank Neill** and I carpooled with **Dave Rosato**, and our first stop was **Pam Brown** and her **1981 Triumph Spitfire**. As always, **Pam** had a breakfast of coffee and an assortment of muffins waiting for us. *Thanks, Pam!* The job was to swap starter solenoids; it appears that the previous one shorted and damaged the primary cable. It took no time at all for **Dave** and **Gene** to make the swap and test it, and **Gene** took it out for a test ride. **Gene** reported it had a stumble around 3,200 RPM so the baseline tuning of the **Weber** was checked. The idle mixture was about 4 ¾ turns out from closed, the target is 1 ½ turns. It was quickly adjusted and **Gene** went for another ride – much better, this is how it should be!



A little background - back in **July of '23**, there was a quick trouble shooting for the electric fan where **Gene** freed up a binding fan blade and we added a relay and a manual over-ride switch for the fan. For years afterwards it would blow fuses and leave **Pam** stranded. In the last few months, someone traced the short to the overdrive switch, made a quick repair and it looks like that fixed the fuse-blowing issue. I didn't know about this. The last I knew was



there might still be a fuse issue. So – I tested the fan using the manual over-ride switch. Nothing. We jumpered the fan to the battery – the fan is good. We bypassed the thermostat switch and still the fan didn't work. Long story short – **Dave** found some damaged wire under the dash, cut those out and spliced into a power line that is switched by the ignition key. Everything is running and properly controlled by the ignition.

Our next stop was **Gary Keisler** and his **1959 Triumph TR3A**. A new alternator was installed but it wasn't charging the battery. It was also clear that the car struggled to start, so we went back to first principles on adjusting the carbs. The carb pistons were binding and a lot of time was spent getting smooth action. Luckily **Dave** travels with **Frank Neill's** original SU Carb tool kit so the needles were centered in the body, and the thick dashpot oil was replaced with **Marvel Mystery Air Tool Oil**, which is about a 5 in oil weights. Now the car starts and runs much better.



LBC Tech (continued)

Still doesn't charge, though, so we left **Gary Keisler** with a few action items and were on our way.

Our last stop was at **Don Durham's** and his beautiful blue **1967 MGB**. During our last visit it was noted that it ran very rough, and **Frank Neill** suggested it



needed a new condenser. So **Dave** brought a spare, made a quick paint mark to re-locate the distributor, pulled the distributor, installed the condenser and distributor,– and we all enjoyed a smooth running engine!

It had been a hot day, so we went back to our cars and went back to air-conditioning. 🌞

Frank Wissman



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and hoses. I'll even toss in the toad if desired! Asking **\$19,500.00**; open to offers. Peter Steele (404) 447-3251

**AUGUST CLUB MEMBER BIRTHDAYS**

Dan Mengedoht	3	Ken Smith	14	Tom Meservey	24
Susie Heinold	4	Kim Appis	14	Linda Kennedy	25
Ann Carney	5	Sue King	14	Lisa DeMatteis	5
Dave Bulfin	7	Harry Sirinakis	15	Rudy Gill	26
Dianne Hassell	7	Linda Balzac	15	Nick Sherrill	28
Kelly Keller	8	Thomas Moschel	16	Peter Steele	28
Eileen Richmond	9	Ron Neal	16	Lisa Unger	29
Don Durham	12	Michael Caristi	20	Liz Guthridge	30
Josh Trowman	12	Jeannette Ososki	23	Ted Felles	31
Dave Romanick	13	Joseph Federer	24	Dee Sanzari	31

FOR SALE

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

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.



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.

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. Rusty 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 - Original 4 speed manual transmission

Car is listed on Hagerty.com. Contact Ferol Vernon, ferolvernon@gmail.com Asking **\$9,500.00**

FOR SALE

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

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.



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AUGUST 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 9:00am – 11am Monthly Meeting Poogan's Southern Kitchen at 101 Nexton Square Dr. in Summerville
9	10	11	12	13	14	15 9am – 11am Freshfields Cars and Coffee
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

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: _____