



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

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**2025 BRITISH CAR DAY
FIRST IN CLASS
2023 BACKDRAFT
RACING RT4B GT**

PAGE 11



David Wright's 1965 427 Shelby
Cobra Replica by Backdraft Racing

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PREZ SEZ

by Dave Rosato

I hope everyone is staying warm. We were planning to go to our cabin in **Western NC** a couple days ago, but our street and driveway are solid ice. It's on the northern side of the mountain so they get little sun. My daughter in **MA** got about **30 inches of snow** and my older daughter in **VT** got a bit less than that. They are saying we might get a dusting this weekend. We moved down here to get away from this stuff!

The response to the **Asheville drive** this spring was fantastic. The first few drives we did, had **10 to 12 cars**. The last drive we had **16**. This time **Mike** and **Gene** are limiting it to **20 cars**. It's tough organizing a group this large, especially planning meals. I'm glad to see new people wanting to go.

Frank Neil, Gene Carter and **I** went over **Pam Brown's** to get her **Spitfire** running. Her son put in a new mechanical fuel pump, but the electric fuel pump was still in line, located in the trunk. We decided to relocate the electric pump to the firewall and bypass the mechanical pump. We replaced several fuel lines that were pretty brittle. The car started right up.

Frank and **I** next went to **Nick Sherrill's** in an effort to get his **MGB** running. We got it running but the timing was jumping all over the place. We left to research it further. A few days ago, **Frank** and **I** returned. **Don Durham** had just bought a new distributor for his **MGB** so we borrowed it to try in **Nick's** car. We first did a compression test. Two cylinders were 150 and two were 110. This explains the blue smoke coming out the tailpipe and oil being sent to the air filter from the crankcase breather. In an effort to find why the timing was jumping we slowly rotated the engine and watched the distributor rotor. Then we rotated the engine the other direction to see if there was a lag as to when the rotor started moving. There was, about 20 degrees.

The timing chain drives the cam shaft, which is geared to the distributor. To determine if the problem was in the timing chain or the distributor, we did the same thing but this time looking for a lag in the valve movement. There wasn't. The conclusion was there was a problem in the distributor.

We installed the distributor we got from **Don**. Got the timing close, adjusted the points and tried starting the car. There was no spark per the timing light. We removed a plug to look for a spark, but there wasn't one. After 20 frustrating minutes, I decided to install a spare ignition coil I bought last week. The coil in the car was a new coil **Nick** recently bought. The car started right up. Apparently the key was left on after our previous visit which must have blown the coil. **Frank** and **I** took it for a drive just to make sure it was running well. It ran smoothly. In the spring we plan to fix the tach, fuel gauge and directionals.

A couple weeks ago we had a **Tech Session** at my garage. We tried bleeding **Conrad Wells' MGCGT** rear brakes again. We determined that the master cylinder wasn't pumping any fluid to the rear. New parts are on order. We also put a new distributor in **Eli Majek's MGB** and got it running fine. **Eli** drove it home. When he gets back from his **Air Force** flight training class in **Oklahoma** in the beginning of March, we'll look over the rest of the car. We put new U-joints in **Dave Romanick's** driveshaft. We also replaced the exhaust and adjusted the valves on **Mike Lykins' MGTD**.

I haven't driven my **MGA** in several weeks, which is very unusual for me. I can't wait for this cold weather to move on. 🌸

**Safety Fast,
Dave**

WELCOME NEW BCCC MEMBERS

Steven Creedman

1967 Sunbeam Alpine
1967 Sunbeam Tiger Mk II

Rudy Gill

1980 MGB LE

*We Look Forward to Many
Happy Miles Together!*

VP'S CORNER

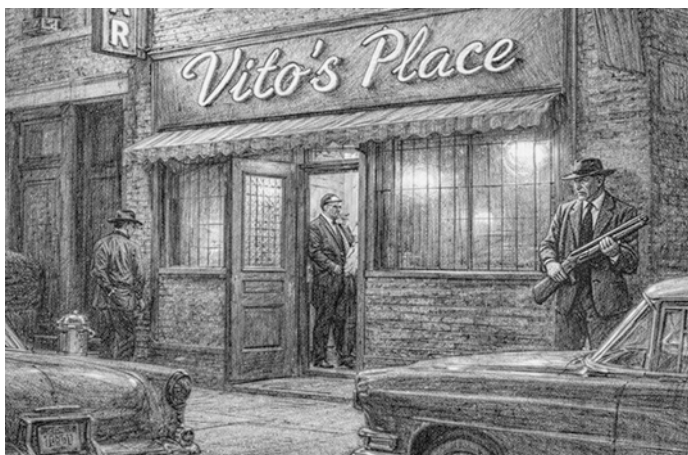
by Richard Fritz

Gee Guys... This Sounds Like A Great Idea

We were late-stage teenagers. We thought we had a great idea for summertime fun, and that should tell you everything you need to know about what you're about to read.

It was the latter half of the '60s, and we were all college students at St. John's University allegedly seeking knowledge, which meant we were already experts in making questionable decisions. Our plan was simple: borrow a big car, drive out to Montauk for the day, hit the beach, soak up the sun, and be back by nightfall like semi-responsible adults.

Getting a car was the main hurdle we had to jump, but it was necessary for the Montauk trip; however, we never thought it would become the vessel for a life lesson.



Laura's uncle, Vito, owned a bar in Brooklyn. He was a man who smiled with his eyes; never with his mouth, and had friends who didn't ask questions and didn't like being questioned. He also owned a 1962 Cadillac that was longer than most Staten Island marriages. Somehow, Laura convinced him to let us borrow it. That alone should've scared us straight.

The cast of characters was a mixed bag of personalities. Vincent and Laura were New York Italians, born and bred in Little Italy, fluent in sarcasm and

hand gestures. Charlotte, Romanian and glamorous in a slightly mysterious way, was dating Bob, who was smart, awkward, and the kind of guy who corrected people mid-sentence. Richard, a poor, naïve kid



from New Jersey, somehow landed Carmen, a Puerto Rican socialite wannabe from Chelsea who dressed like she was always being photographed, even when no one was looking.

Richard owned a '63 Sunbeam Alpine. Vincent drove a '64 Renault Caravelle. Bob just drove us crazy. For this trip, though, we piled into the Cadillac like it was a land yacht setting sail for ports unknown.

We left Brooklyn before dawn, passing through the Battery Tunnel and onto the Long Island Expressway while the city was still rubbing sleep out of its eyes. The Cadillac floated over the road, and for about thirty minutes we felt like geniuses. Then traffic started.

By the time we crawled into East Hampton, it felt like we'd crossed several time zones. We stopped for breakfast at a place called the Longhorn Grille, a convenient joint on Montauk Highway where the coffee was strong enough to make you regret your life choices, and pancakes that clearly had been waiting for us since the Eisenhower administration. Still, we were optimistic. Montauk was close, but 'close' for us



VP'S CORNER

(continued)

was an unrealized warning.

Lunch was a lobster roll from a locally famous roadside stand simply called 'Lunch.' No explanation, no decoration, just a lobster shack that knew exactly what it was doing. That part of the day was actually perfect. Sun, salt air, greasy fingers and lobster breath... We thought we'd cracked the code of adulthood. Then we went to the beach.



This was before umbrellas were a thing college people brought with them. Sunscreen hadn't been invented yet, or at least we hadn't heard of it. Baby oil, however, was very popular. The logic seemed sound at the time... Oil makes things shiny... Shiny means healthy.

We spent some time wandering in and out of little beach shops and lying on the sand like overconfident lizards. By mid-afternoon, our skin had gone from pink, to red, to a shade best described as "4-Alarm." Bob, pale to begin with, turned a color usually reserved for fire engines. He insisted he was fine, but the bubbles on his skin betrayed his macho bravado, which is how we knew he wasn't.

During the afternoon we gathered driftwood, scavenged dumpsters, and found a beat-up wood chair to use for our bonfire. We scraped a pit in the sand for burning our stuff and waited for dark.

At sunset we tossed a few matches on the gas-soaked debris and KAA-BOOM... the beach lit up like we were in Times Square. Once ground-zero became

habitable we gathered around the fire and roasted some hot dogs and sausages.

As we sat in the warm glow of the fire it became curiously obvious that, although we were feeling the warmth of the burn pit, we also were feeling an uncomfortable chill that was emanating from our sunburnt bodies.

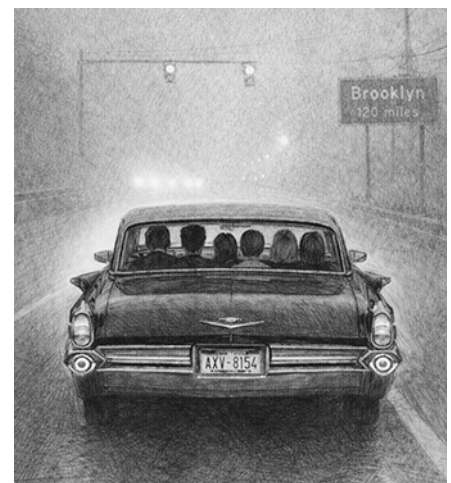


When we finally decided we all had enough fun for the day, it was well after midnight. Montauk had emptied out like a theater during a bad movie.

Traffic heading back to 'the City' was awful. Every other car seemed to be filled with people who had made the same fateful sunny-day mistake we had.

Fog rolled in, quick and thick, like someone had pulled a curtain across the road.

Vincent was driving, tense and silent. Richard rode shotgun, gripping the dashboard like it might get away. Laura was conked out between us, snoring softly, looking completely at peace.



In the back seat, bitching and moaning reigned supreme. Bob whimpered every time the seat touched his blistering back. Carmen kept saying she lost a contact as if announcing it repeatedly would make it reappear, and Charlotte was in a vodka coma,

VP'S CORNER

(continued)

half-seated, half-slouching, and slipping back and forth in the seat each time the brakes were tapped.

The Cadillac crept along. No one laughed or spoke anymore except for Carmen who wouldn't stop mumbling about her lost contact lens. We just wanted it all to end.

It took three hours to get back to Brooklyn. When we finally pulled into the parking lot behind Uncle Vito's bar, it was 4:00 AM. The bar had just closed, and a few of his Uncle Vito's Associates were standing in the alley looking down at their latest handiwork.

Vincent eased the Cadillac into an empty spot. Vito saw us, raised a hand, and waved. No questions. None needed.

We stayed in the car. No one suggested leaving. We slept where we sat, fried, exhausted, sticky from baby oil, sand, and salt. And just a little scared.

All in all, it turned out to be a great adventure for Vincent and Richard, for others however, it was quite a nightmare. We never spoke of it again, and never

went back to Montauk. But that didn't stop Vincent and Richard from other dumbfounding New York adventures in our French and British cars.



Eventually, Vincent and Laura got married, as a matter of course, Bob and Charlotte married too, but like the Billy Joel hit song 'Brenda and Eddy,' neither union lasted, and they split the painting from Sears.

Richard and Carmen never saw each other again after that night. She lost her contact... remember? It just goes to show you... some things just weren't meant to be found. 🍷 **Rich**

British Car Club Midlands Centre's Annual Carolina British Classics XVIII Car Show

Saturday, March 28, 2026

At The Tartan Day South Festival

The Historic Columbia Speedway

2001 Charleston Highway, Cayce, SC 29033 (from I-26, take Exit 115)

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| Early Bird Welcome reception: | 9:00 am - 10:30 am |
| Pick up boxed lunch: | 12:00 pm - 12:30 pm |
| Voting: | 11:00 am - 1:00 pm |
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FEBRUARY CLUB MEMBER BIRTHDAYS

| | | | | | |
|------------------------|----|------------------|----|---------------|----|
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| Susan (Sue) Tully | 5 | Scott Fleischman | 13 | Joshua Doyle | 25 |
| Wayne Colson | 5 | Jo Sherrill | 15 | Eli Majek | 26 |
| Janet Smart | 7 | Alex Toline | 17 | Cindy Monroe | 27 |
| Tom Horner | 7 | Nick Kennedy | 17 | Susan Richey | 27 |
| Adrian (Bear) Cooper | 8 | Gail Clark | 20 | | |
| Lauren Binard | 10 | Ken Ososki | 20 | | |

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JANUARY BCCC MEETING

by Millie Bull Horton

An informative and productive meeting was held at the January BCCC breakfast meeting.

Thanks to the profit made from **BCD 2025**, the Club was able to make a **\$2000 donation** to **Camp Happy Days**. After suggestions given at the holiday party in December, it was decided to donate to that charitable organization; thanks to **Rob Durscher** for bringing to our attention this wonderful opportunity.

Mikaela Nichols (Director of Development) and **Ali Latham** from **Camp Happy Days** were present at the breakfast meeting to accept the donation with enthusiasm and gratitude. The Camp's **35th Annual Gala** will be held at **Festival Hall** on **Friday, February 27, 2026**.

Two new members, **Steven Creedman** and **Rudy Gill** were present for all to greet them and learn



JANUARY BCCC MEETING (continued)

about their cars. **Steven Creedman: 1967 Sunbeam Alpine** and **1967 Sunbeam Tiger Mk II** (hope he can get to know **Rich Fritz**) and **Rudy Gill: 1980 MGB LE**. Those cars will make a nice addition to **BCD 2026!**

Membership: Of our **247 members, 162 have renewed**. Please send in your dues in promptly if you have not yet renewed. Any questions, contact **Frank Neill**. Thank you!

Upcoming events: Charleston St. Patrick's Day Parade – March 17 and **Carolina British Classics XVIII Car Show in Cayce (with Highland Games) – March 28**. For more information please visit www.bccmc.com or tartandaysouth.com.

Member **Peter Steele** has generously agreed to sell the Club his trailer that we have been using for years. **\$4000 + new tires** will make it ours. **Peter**, thanks for your generosity all these years!

A helpful **Tech Session** was held at **Dave's Garage** on **January 15th** with work done on a number of

members' cars: **Eli Majek, Mike Lykins, and Dave Romanick**. **On-site sessions** will be scheduled at **Pam Brown's** and **Nick Sherrill's**.

Club non-profit status: A car club does not need to register as a **501(c) (7)** to exist, but it must register for this status if it wants to be recognized by the **IRS** as a **tax-exempt, non-profit, "social club"** rather than a **for-profit business**.

Unlike **501(c) (3) charities**, dues or donation to a **501 (c) (7)** are **not tax-deductible**.

River Dogs status: The Club has a credit balance with the **River Dogs** due to an event that never came off. In **2026** an effort will be made to put something together so we can use the credit balance.

See ya on the road! 🍷

Respectfully submitted,
Millie Bull Horton



JANUARY 7TH McCLELLANVILLE DRIVE

Photos by Pat Kreuzer



Irene Breland, Harry Cramer's friend Betty, Harry, and Ken Kreuzer.



Cemetery in the middle of Marion Forest.



Irene's Triumph TR4, John Scott's prewar MG-VA, Harry's Jaguar XK 120, and the Kreuzer's Morgan +4.



Roadside stop in Francis Marion National Forest.

DON'T FORGET TO RENEW YOUR BCCC MEMBERSHIP TODAY!

at www.britishcarclubcharleston.com/Membership_Renewal.php

NEVER HAVE I EVER – UNDERSTOOD TIMING

by Mark Mohan

Timing. What's that? Is it when you happen to be at the bar the same night as your future wife? Is it when you crest the bridge over James Island creek and see a dolphin coming up for a breath? Is it when the magnetic field around the ignition coil collapses at the perfect moment to create a ground searching high voltage wave that travels up a wire into a cap across a spinning rotor that astonishingly reaches the correct terminal at the right moment to then continue through another wire into a spark plug to create a spark right when that cylinder's piston has perfectly compressed the air fuel mixture?

Yes, yes, and yes - I think all of those represent good timing and maybe some luck.

After getting stranded on John's Island (again) I realized that in order to better troubleshoot these break downs I need to have a better idea of how my Triumph works. I started with the basics - compression, fuel, spark.

In order to achieve compression, the piston rings must create a seal along the cylinder wall as the piston moves. In my TR4, I've verified that every cylinder has appropriate compression. Check.

Next up is the fuel system.

After my first stranding on the Stono River Bridge I replaced the fuel pump and added a fuel filter. Turns out this wasn't the problem, and maybe I should have spent more time troubleshooting. I'm not ruling out the fuel system just yet, but I am moving on to the next more likely option. Check.

Next up is the mystifying and amazing ignition system. It takes around 20,000 volts for a spark plug to generate a spark. Anyone have a car battery rated at 20 kV? The battery in the Triumph is 12 V, so it is shy by 19,988 kV. But no worries, I can just connect my installed 12 V battery with another 1,666 12 V batteries in series! Slight problem with that solution, and it's not the extra 4 volts, it's the 50,000 lbs of batteries. I don't think my Triumph is capable of hauling that around. So if driving a sporty Triumph tractor trailer isn't an option, how does 12 V turn into 20,000 V?

Performing this monumental task is the job of the ignition coil. The name coil is a little misleading as it is

actually two coils. A primary coil with some windings and a secondary coil with lots and lots and lots of windings. The primary coil gets energized with the 12 V from the battery when and only when the contact points are closed. While energized this coil generates a magnetic field around itself and the secondary coil. Then through the magic of electromagnetism and Faraday's law of induction, when the points open de-energizing the primary coil and the magnetic field collapses, a 20,000 V surge is created in the secondary coil that races to a spark plug.

Back to timing. What happens to ensure that voltage surge reach the spark plug at the right moment?

That's the job of the distributor. Specifically, the cam inside the distributor. As the cam rotates inside the distributor, lobes periodically push on the points causing them to open and creating the voltage surge. And here's where the electrical system meets the mechanical; the distributor cam is connected to the distributor drive shaft which is driven by the engine's cam shaft. Because of this interaction, the static timing of my TR4 can be set appropriately with the engine off by ensuring the points open right at top dead center of the #1 cylinder.

Back to the issue of my Triumph stranding me. I installed my freshly rebuilt distributor along with a new coil, cap, wires, and a set of plugs. I set the static timing and the TR4 fired right up, success! Maybe? Only time, and some miles, will tell. 🍷 **Mark**

A note from Dave – Frank Neill solved a timing issue in an **MGB** recently. Here is a text sent to others who were working on the car at the Tech Session:

"We lined up the timing mark to the 3rd notch. We then pulled #1 and #4 plugs. Then, per the article Parish sent, we got a hose and blew into #1 cylinder. We couldn't, it was on the compression stroke. I could blow into #4, in the exhaust stroke. We pulled the cap and the rotor was pointing at #4. We swapped the wires so it was pointing at #1 wire, rotated the distributor a bit, and it started right up. We drove it to the gas station and Frank put in 5 gallons of good stuff. The car is underpowered. We will set up a tech session when Eli returns in March."

COVER CAR STORY
**2023 Backdraft
Racing RT4B-GT**
by David Wright

Built by TR-Tech in Durban, South Africa, and imported into the U.S. by Backdraft Racing as a rolling chassis, this car is a replica of a 1965 427 Shelby Cobra.

The first thing I owned with a motor was a used Cushman Eagle that I paid \$85 for when I was in 5th grade. That started a lifelong love affair with most anything on two or four wheels. We always lived in small towns in the Rio Grande Valley of Texas where cars were king and driver's licenses were not really necessary. In the years since, I've owned fourteen motorcycles (including a Sucker Punch 66 Bobber), five Corvettes, eight Porsches, three Mercedes, three Range Rovers, one

McLaren, and a bunch of others. No garage queens or collectors – just well sorted cars that bring joy whether they are sitting still or traveling slightly above the posted speed limit. This Cobra fulfills those requirements.

The Shelby Cobra originated when Carroll Shelby collaborated with AC Cars of Britain. The opportunity arose when Bristol Cars, the supplier of motors for the Ace, withdrew from the automobile business to focus on aerospace and defense. AC was left with a



COVER CAR STORY

2023 Backdraft Racing RT4B-GT

Upon arrival in the U.S., the rolling chassis go to various assemblers. The cars imported by Backdraft Racing are sent to one of three licensed assemblers where they become finished cars.

beautiful lightweight roadster and no power. Scott Bluestein's Ace featured last month is a beautiful, near perfect example of the Ace. Carol Shelby had the idea of putting a Ford V8 in the Ace. He and AC made a deal. In 1962 AC supplied Shelby with ACEs, and Shelby put Ford 260 cubic inch V8s in them, and the Cobra was born. The 260 was succeeded by the 289, which was then succeeded by the 427. These original Cobras are highly sought after and valued accordingly. A 1965 427 narrow body sold at Mecum's recent Kis-

simmee auction for \$3.0 million. This limited supply of a car still in demand has created a market for kit cars and replicas.

My car is a replica of a 1965 427 Shelby Cobra. It was built by TR-Tech in Durban, South Africa and imported into the U.S. by Backdraft Racing as a rolling chassis. Hi-TECH Automotive, also located in South Africa, builds Cobra Replicas under a Shelby license. Upon arrival in the U.S., the rolling chassis go to various assemblers. The cars imported by Backdraft Racing are sent to one of three licensed



COVER CAR STORY**2023 Backdraft Racing
RT4B-GT**

The rolling chassis arrived in Florida in March 2023 and was sent to Vintage Motorsports, where it was turned into a complete car.

assemblers where they become finished cars. Hi-TECH cars are variously assembled and sold as Superformance Cobras, and some by Shelby in Las Vegas where they are assembled and sold as “continuation models” with a CSX model designation.

In 2011, as I was trying to give up motorcycles, I purchased a Backdraft Cobra RT3 from the importer/assembler in Boynton Beach, FL. It was powered by a 347 cubic inch Ford with two Edelbrock 500 cfm carburetors. It spun a bearing at less than 400 miles. I reached out to Vintage Motor Sports, a Back-

draft licensed assembler located in North Haven, CT. The owner, Jay Linke, replaced the original motor with a Ford crate 347 and replaced the Edelbrocks with a single Quickfuel 650. Thanks to Jay, it became a good car. Later he found a buyer for it, a criminal lawyer in New Jersey, who paid me with 470 \$100s, which he brought in a brown paper bag.

In late 2021, I sold a McLaren 650s Spyder and started shopping for the next fun car. In December of 2022, I checked Jay’s website to see what he had and what was on the way. And there it was, sitting



COVER CAR STORY**2023 Backdraft Racing
RT4B-GT**

Power comes from a Vintage-built “small-block” 427, derived from a 351-cubic-inch Windsor block, stroked by half an inch and overbored .030.

on a dolly in South Africa – a red car, tan interior, black stripes with a silver splitter. I sent Jay an order for the car along with a deposit. The rolling chassis arrived in Florida in March of 2023 and was sent to Vintage Motorsports where Jay turned it into a car. It finally arrived in Mt Pleasant on November 13th, my birthday.

My car is a Backdraft RT4B-GT.

The 4 designates a second-generation car; the B is for blacked out; and the GT designates the option of vents in the body behind the wheels, which give the car a modern look. The color is Porsche Cherry Metallic Red. Backdrafts are built on box frames and use BMW sourced suspension components. The car is powered by a “small block” 427 built by Vintage. It’s a



COVER CAR STORY**2023 Backdraft Racing
RT4B-GT**

The Backdraft RT4B-GT is a second-generation car, with the "B" indicating the blacked-out treatment and the "GT" designation referring to the vented bodywork behind the wheels, lending it a modern edge.

351 cubic inch Windsor type block, which is stroked ½ inch and over bored 30 thousandths. Fuel is supplied by a Holley Sniper fuel injection system. In dyno testing, the motor pulled 530 hp and 484 ft. lbs. at the rear wheels. The transmission is a Tremec TKX 5 speed. The rear end is a Ford 8.8". The brakes were upgraded to six piston Wilwoods from the standard BMW brakes. Other upgrades include a short shifter, a fire extinguisher, a towing hook, a low profile Moroso oil pan, flanged headers and side exhausts, a turkey pan air intake/

cleaner, a top with side curtains, and a tonneau cover. 🇺🇸

David Wright



LBC Tech | January 15th

Mike Lykins' 1953 MG TD

Mike had told **Dave** he wanted to make his **TD** more drivable, and they thought replacing the ring and pinion in **Mike's** differential would help. Then, **Dave** had heard that another member had replaced his rear axle and diff with one from an **MGA**. **Dave** had the old axle from when he switched his **A** to wire wheels and a higher rear end gear ratio. Thinking the only modification to the **A** axle to get it to fit to the **TD** was the relocation of the mounting brackets, there was considerable effort to measure, grind off the brackets and weld to the new location. Then, on pulling a wheel on the **TD**, it was evident that the brakes would have to be changed and the wheels were totally different. **Mike** may just leave things as they are.



A new stainless exhaust system was installed on **Mike's** car and the valves adjusted to .020" cold, which seemed high, but it was stamped .019" hot on the valve cover. We also checked the compression, and fortunately, all was good.

Conrad Wells' 1969 MGC GT

At previous tech sessions we had removed the 6 cylinder engine and replaced the clutch as some-

one had installed it backwards and it was seized to the flywheel. Everything seemed to be fine but we just couldn't get the rear brakes to bleed and the rears were just not functioning. This **MGC** has two brake boosters so we thought there might be an issue with one of those, but it appears the two work in tandem. After breaking open the lines along the system to the rear brakes we think it's a defective master cylinder (it's a dual master). So, **Conrad** is going to order a new master and new rear brake cylinders and we'll try again.

Eli Majek's 1972 MGB

At a previous tech session, **Eli** had brought his **MGB** over for us to put on the lift to look over what might need to be addressed. While waiting for the lift to clear, a few of us looked at his tach which wasn't hooked up. When it was wired up it must have cooked his electronic ignition as the car wouldn't start. The issue with the tach was later confirmed when **Dave Romanick** tried wiring it up to his **MGB** and the engine shut down.



We installed a new distributor with points and condenser but couldn't get the car to start. It would turn over and there was ignition but it would back-fire and just not run. We had checked the compression and it was very good on all 4 cylinders and had checked the valve settings. We were at wit's end and left without a resolution.

A couple of days later, I went back to **Dave's**. We lined up the timing mark to the 3rd notch and then, per an article I found on a forum, we pulled the

LBC Tech (continued)

plugs on #1 and #4. Using a length of fuel hose we blew into the spark plug holes. We couldn't blow into #1, meaning it was on compression, but we could blow into #4 as it was on exhaust stroke. We then removed the distributor cap and determined the rotor was pointing at #4 wire. We were out 180 degrees! We rerouted the ignition wires and it started right up. **Dave** and **I** took it for a test drive, and for safe measure, put a few gallons of fresh gas in the car.

Eli picked the car up a couple of days after that and it's back in his garage in **Mount Pleasant**. He's going to **Oklahoma** for 5 or 6 weeks for more flight training with the **Air Force**. When he's back we will get back to plan A and look the car over at a future tech session. 🍷

Frank Neill



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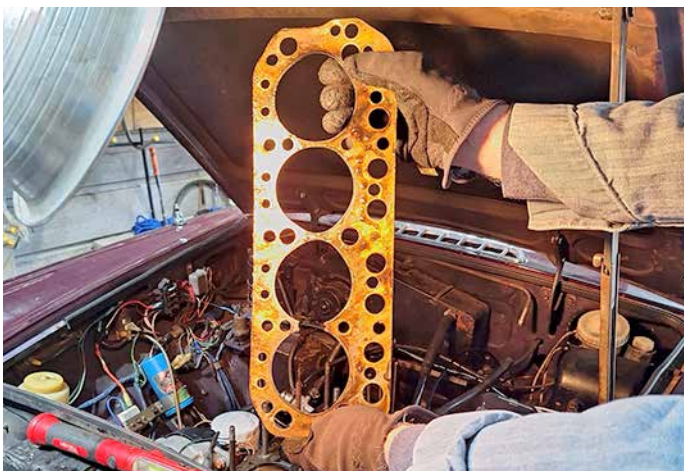
LBC Tech | January 20th

Tom Meservey's MGB Engine Evaluation

On **Tuesday the 20th**, **Frank Neill**, **Gene Carter**, and I went to **Tom's** to see why his engine lost so much power. He did a compression test and cylinders 1 & 2 had essentially no compression – a classic sign of a blown head gasket. He did all of the hard work for us before we got there. He took off the intake manifold, all the exhaust nuts, various hoses, the thermostat, wirings, and the nuts on the head studs.



The known struggle is getting the front of the exhaust manifold off of the frontmost stud, the radiator hose blocks access and when you have the exhaust mostly clear, you hit the steering column. **Gene** applied a little finesse with double-nutting the stud and soon that was out. Now it's time to simply lift the cast iron head up and off the studs. We got the



front to break free but it seemed very stuck in back.

So we looked closer and saw **Tom** got most of the nuts off of the studs. Once the last nut was removed, the head more or less came off easily, although lifting a cast iron head when you are bent over at the waist required two guys to clear the fender. As expected, the head gasket had blown.

What wasn't expected was the webbing in the block between cylinders 1 & 2 had a crack almost ¼" deep. It's hard to see, the thin line going between the cylinders at the narrowest section is the crack.



And the head had a channel eroded by the combustion gasses as well.



Various 'plan B's' were discussed: who had a spare engine, estimating the cost of buying parts and rebuilding this one, or just scrapping the car out for parts. Nobody was in a mood for a final plan, so we went in for some of **Tom's** great coffee and called it a day. And maybe set the record for the shortest tech session, 45 minutes or less. 🍷

Epilogue: Contact **Tom Meservey** for lots of parts; new interior, convertible top, and much more.

Frank Wissman

LBC Tech | January 21st

Mount Pleasant Tech Session

On **Wednesday, January 21st** **Dave Rosato** organized a travelling Tech Session. **Dave, Gene Carter** and **I** met at **Pam Brown's** to sort out the fuel issues on her **1979 Triumph Spitfire**. By the time **I** arrived **Dave** had resolved that there was an electric fuel pump in the boot that wasn't working. We removed that and tried just using the mechanical pump that is stock. Then **Gene**, who used to own a **Spitfire**, arrived and we determined the electric fuel pump did function. **Gene** suggested mounting that on the firewall. We did a temporary hook up and the car started right up. After going to get a drill bit and fasteners we finished up securing it properly.

Gene had another commitment so **Dave** and **I** next went to **Nick Sherrill's** to try and determine why his **1977 MGB** was running so roughly. Turning the engine to top dead center and using a hose to blow into the spark plug holes on cylinders 1 and 4, and then checking the location of the distributor rotor we determined the timing was in order. We got the car running but it would stumble dramatically. With a timing light we noticed it would jump 15 to 20 degrees when it was doing that. Not knowing the history of the distributor in the car we decided that we would borrow a new distributor that **Don Durham** has as a back up for his **MGBs** and, at a future house call, see if that fixes the issue. **Dave** has since done a bit more research and it might be slack in the timing chain allowing the camshaft, and thus the distributor, to lag behind the crankshaft causing erratic timing marks. There is a fairly simple test for that so we will do that next.

Dave and **I** then continued on to **Tom Meservey's** in **Awendaw** to load and move a **MGB GT** to **Wayne Carver's** a few miles away and then another trip to take **Tom's 1974 MGB (Purple People Eater)** with the blown engine to **Wayne's**.

Mount Pleasant Tech Session Pt. II

Dave and **I** went back to **Nick Sherrill's** on **Wednesday, Jan 28th** with the extra distributor. The first thing we tried was to replace the capacitor in the

distributor that was in the car. We had no spark, which was strange as a week earlier the car was running, but roughly. We checked everything over and all seemed to be in order for the ignition. We tried the test for a slack timing chain. While **Dave** rotated the engine while **I** watched the rotor we seemed to get movement of at least 15 degrees before the rotor moved. Then we removed the valve cover and, while **Dave** rotated the engine while **I** watched the rockers, we didn't seem to get much movement before there was motion. We then switched out the distributor for the new one and tried the test watching the rotor again and the rotor moved almost immediately when **Dave** rotated the engine. Tried to start again and no spark. **Dave** then replaced the coil with one he had with him and we had spark! **Nick** had left the key on from the visit a week prior and we speculate that fried the coil. We started the car and it was idling smoothly with the timing steady and no more stumbling. We took the car for a ride and everything seems to be fine. Plenty of power and purring like a kitten. 🍷

Frank Neill

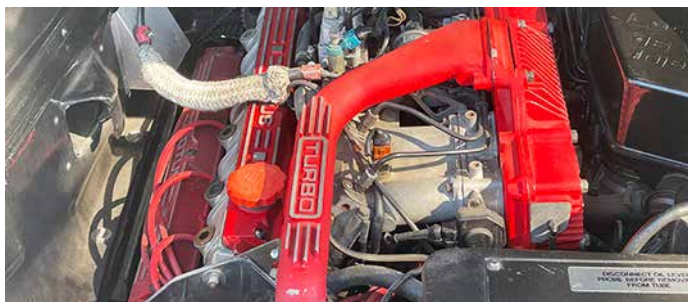
RE: BCCC TECH SESSIONS

Did you know that many classic British cars were engineered with serviceability in mind, not just performance? Designers expected owners to maintain their own vehicles, which is why so many British sports cars feature easy-access engine bays, removable panels, and straightforward mechanical layouts. This hands-on philosophy helped create the strong owner communities we enjoy today—where tuning, tinkering, and sharing knowledge is as much a part of the experience as driving. 🍷

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](https://www.facebook.com/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.

1972 MG MGB – 66,000 Miles Family-owned since new. Runs and drives beautifully. A well-kept, original driver. Priced to reflect its originality and condition. Original Blaze Orange (repainted once in the 1980s) No rust. 4-speed with overdrive. Dual carburetor model. Authentic 1980s Minilite wheels. Aluminum radiator. Electric assist cooling fan. Convertible top in excellent condition. Tons of original parts included. Contact Colin at sailorcolin@aol.com.



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.

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



Paint and exterior - The car has been completely restored by Star Automotive. All rusted rocker panels were properly replaced using matching English steel to maintain originality and structural integrity. The exterior was then refinished with multiple coats of the factory-correct MGB orange, resulting in a high-quality finish that presents very well.

Upholstery and interior - The interior features a tan color scheme and is complemented by a new wood-laminate steering wheel, adding a classic touch while remaining period-appropriate.

Mileage - 65,353 miles.

Wheels and tires - Fitted with new Goodyear Radial SP06 tires.

Brakes - The brakes were relined approximately 900 miles ago by Charleston Import Automotive.

Transmission - Original 4-speed manual transmission.

The car is currently listed on Hagerty.com.

For additional information, contact Ferol Vernon, ferolvernon@gmail.com Asking **\$9,500.00**

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.



FEBRUARY 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 Groundhog Day | 3 | 4 | 5 | 6 | 7 |
| 8 Super Bowl | 9 | 10 | 11 | 12 | 13 | 14 Valentine's Day 9:30am – 11am <i>BCCC Monthly Meeting at Garage 75 at 1175 Folly Road on James Island</i> |
| 15 | 16 Presidents Day | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |

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: _____