



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

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2025 BRITISH CAR DAY FIRST IN CLASS 1956 A.C. ACE BRISTOL PAGE 17



Natalie and Scott Bluestein's
1956 A.C. Ace Bristol

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PREZ SEZ

by Dave Rosato

Happy New Year to all. I Hope Y'all Had a Wonderful Holiday.

We had an estimated **80 club members** attend the **Holiday Party** on the 6th. Thanks go to **Gene, Deloris, Mike** and **Kim** for all their hard work in setting it up. Based on the amount of chatter, we all had a great time. I conducted the **Monthly Meeting** there, more on that later (see page 8).

For several years, **Peter Steele's** car trailer has been parked in my yard. I borrowed it from **Peter** many years ago and here it stayed. **Peter** was good enough to allow the club to use it, and it has been used by many club members. It needs new tires with a 2016 date code on them. I asked **Peter** if he was interested in selling it to the club. He offered to sell it for **\$4,000**. This is well below market value. I have suggested to many that we charge \$100 for each use. Everyone felt that this was very fair. It would take over 40 uses to pay for the trailer though. Please let me know your thoughts.



We had good group of club members at the **Going Places Bike Build**. (see page 14) We had a lot of fun. More on that later in the Windscreen.

Tech Sessions

In our **December 12th Tech Session** we tried to complete **Conrad Wells MGCGT**. We got the exhaust system, radiator and second brake booster in, the

clutch bled and pretty much everything else. We tried bleeding the rear brakes and nothing came out. Bleeding the front brakes went as it should, replacing some pretty bad looking fluid. We have yet to figure out why the rear brakes won't bleed. **Eli Majek** drove his **MGB** to the **Tech Session** so we could look it over. When the garage bay with the lift became available, **Eli** went to move his car into it. The car wouldn't start. There was no spark. The distributor had a **TrueSpark** electronic ignition. We had a **Pertronix** for the car but it wouldn't go on the distributor. The car was put in the second carport while a new distributor is ordered.

We had a truly family **Tech Session**. **Mark Mohan** brought the carbs off his **TR4** as well as his kids, **Reuben** and **Stella**. **Mark** brought an extra set of carbs for them to work on. They grabbed tools and did a great job taking them apart. The piston on one of the real carbs was sticking. After disassembling and cleaning them with brake cleaner, then using a lighter weight oil, seemed to fix the problem.



I will be scheduling a **Tech Session** the week of **January 11th**. **Mike Lykins** has a **1953 MGTD** that he has been looking into making it more drivable by possibly swapping out the rear axle. The gear ratio in a **MGTD** is **5.22:1**. At highway speeds, it is over **4,000 RPM**. We had talked about it and I told him that I had the original rear axle to my **MGA**. When I changed to wire wheels, the entire rear axle needed to be changed. I swapped the ring and pinion gears from the original **4.3:1** to a new **3.7:1**. This made the **A** so much more drivable. The rear axle on the **TD** is very different than the **A**, but the ring and pinion gears are interchangeable. I offered the gears to him. **Mike** came over and we pulled the gears out of the **A** axle. They appeared to be in excellent condition, so we will be having a **Tech Session** to swap out the gears in his axle. [This link](#) shows how I changed them in my **MGA**.

Well, it looks like the **Board Members** for **2026** only have a few changes. **Michael Seigmund** and **Pat Faulkner** have agreed to be **BCD Co-Managers**. **Bette Cooper** is the new **Email Manager**. One position we are trying to fill is the **Regalia Manager**. The club already has a good inventory of regalia in the club storage unit in Mt Pleasant. We need someone to promote and handle sales and order new items as

needed. Please contact me if you would like to take this over. It would be greatly appreciated.

It is that time of the year to renew your club membership. We currently have **247 members**, of which **142 have renewed**. Renewal is only **\$30** and is easily done [on our website](#).

The club has participated in the **Charleston St Patrick's Day Parade** for many years. This year there is a group charge of **\$95**. At the **Holiday Party**, I asked for a show of hands of those interested in participating. From the very good response, we decided to register the club. So, save the date, **Tuesday, March 17th**.

In the five years of being president, I have found very little documentation on the club as a non-profit. I do have documentation of an Employer Identification Number and the club logo registered as a trademark (which needs to be renewed). The club should be a 501(c)(7), a "Social club". I have found no records of the club being registered. **Mike Grosso** said that he believes it was done under the original club name 35 to 40 years ago. If anyone has some insight on this, please get in touch with me. We should do something. 🇬🇧

Safety Fast and Happy New Year,
Dave

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. 🇬🇧

DO YOU HAVE A STORY TO SHARE OR AN ARTICLE YOU'D LIKE TO WRITE FOR THE WINDSCREEN?

Submit your photos and text to Gary Brown, Windscreen Editor, by the 15th of each month to be reviewed for inclusion in the following month's issue.

Email gary@britishcarclubcharleston.com with any questions and for more information.

VP'S CORNER

by Richard Fritz

Oh, What a Night... Late December, Back in '66



It was New Year's Eve, December 1966.

I was working solo at the Preakness Gulf Station in Wayne, NJ. Closing time was 9:00 PM. It was a busy day, and I couldn't wait for my shift to end. I was cold, snow was still on the roads from the storm the day before, and my roommate, Butch, was picking me up for a New Year's Eve party somewhere near Ramapo Lake in northern NJ.

I really didn't feel like going out, but Butch insisted he needed me to make a foursome with sisters he'd met a few hours ago at Cafe L'Amore in the Ramapo Valley. It wasn't what I wanted to do but it was better than watching Dick Clark's "Rockin' New Year's Eve" with a bottle of beer and cold pizza.

About a half hour before closing I got a call. It was Butch. He said his car wouldn't start, and needed me to drive. That meant I would have to go back to our place to get him, and then pick up these mystery girls. I said, "you've got to be kidding! I'm tired and cold... why can't we just stay home?" Butch said, "You're going to love these girls. I told them all about you, and they can't wait to meet you." I still wasn't thrilled.

"Look," I said. "If we were to do this, how are we going to fit in my car? It's a two-seat Sunbeam Alpine,

remember"? Butch said, "That's okay, they're small, one in the back and one on my lap." Now, by this time, I had customers at the pumps. I said, I'd call him back after I thought about it.

As I was locking up the station Butch called again. "What's going on?," he said. I said, "Okay, I'll drive," [reluctantly] I'll be home in 20 minutes". Butch said, "Great, because the girls are already here." "Oh, I guess we were going anyway," I replied. Butch said, "I couldn't disappoint the ladies." "You never do," I replied, and hung up.

By the time I got to the house it had started snowing again. I went in, exchanged pleasantries with the ladies, washed up, and left for the party in an overloaded Alpine. We bundled up well because I had to put the top down so we all would fit. It was the coldest drive I've ever experienced, but we were all young, and appropriately stupid.

We arrived at the party shortly before midnight. It was a rambling old house tucked back in the woods of the Ramapo Mountains... the kind of place that had seen better days, but didn't miss them. Every window glowed. Music, laughter, and questionable judgment spilled out into the snowy night as soon as the front door opened. A record player was going full blast, glasses clinked constantly, and the air smelled of pungent smokiness, cheap perfume, and whatever was simmering in the kitchen.



The girls immediately disappeared into the crowd, coats flying off, scarves tossed aside, while Butch headed straight for the drinks like he'd been stranded in the desert. I followed more slowly, still thawing out from the ride and trying to figure out how I'd been

VP'S CORNER

(continued)

talked into this in the first place.

But once midnight hit, everything changed.

Someone dimmed the lights. A loud and sloppy countdown was started, and when "zero" came, the room exploded—cheers, horns, kisses everywhere. I ended up with my date, crying on my shoulder about her ex-boyfriend as I tried to shout "Happy New Year" over the noise. For a moment, the cold, the snow, my crying date, and my earlier reluctance to go out, all disappeared. It felt like anything was possible, the way it often does when you're young and standing on the edge of a new year.

Time blurred after that. Drinks were poured, stories got better with each telling, and then someone insisted on opening the front door to watch the snow fall. It was coming down harder now, thick flakes swirling under the porch light. I remember thinking that getting home was going to be damn difficult, if not impossible.

Eventually, reality crept back in. The party thinned out, coats were reclaimed, and rides were negotiated. Butch gave me the look... you know, the one that said we should probably leave before this storm becomes a problem. I nodded and said, "It already has."



Outside, my Alpine sat buried in fresh snow, looking even smaller and less practical than before. We cleaned it off as best we could, piled in the with the same ridiculous seating arrangement as before, and started the perilous drive home. We were bundled

up like Arctic explorers and convinced ourselves that this excursion was perfectly reasonable.

The roads were much worse now. Snow covered everything, muting the world into a quiet, white tunnel. I drove slowly, gripping the wheel, listening to the tires crunch and slide. Every turn felt like a small victory. Conversation faded, replaced by the hum of the engine and the steady fall of snow. At one point, the car fishtailed slightly, and everyone went silent until it straightened out, followed by quite nervous laughter.

The cold crept back in, sharper this time, but no one complained. We were tired, a little buzzed, but oddly content. The new year had already begun, and all we had to do was make it home.



When we finally got the girl's home, it was well past two in the morning. A few inches of snow covered their driveway, the street was empty, and the world felt completely still. Butch and I walked them to the door as it opened slowly. It was the father of the girls. He was not very happy with any of us. He said he'd been worried sick that his daughters were out in this weather with "a couple of really dumb-ass guys."

I had nothing to say, but Butch did. He calmly said, "I don't know about you, Sir, but we had a very nice time tonight, and I'd like to come back another day to take your daughter out again, if she wants to go. He slammed the door in our faces. Butch said, "...and a Happy New Year to you too."

The drive home for us got even more exciting for Butch and me. Although the snow was letting up, I

VP'S CORNER

(continued)



wasn't moving more than 15 mph in 2nd gear on the snow laden road, when a couple of huge deer ran in front of the car.

Slamming the brakes was all I could, which caused the car to slide. As I tried to steer the car out of the skid, the rear slipped to the left and the front end made it all the way around to the rear. It happened in a blink of Blitzen's eye. Fortunately, no damage done,

but it scared the brand new 'New Year' out of us. Once we corrected the direction of travel our trek continued. Thankfully, the Alpine did what it's supposed to do – remind us that it's not designed for wintry weather, poor judgment, or encounters with wildlife on mountain roads.

When we finally pulled up in front of our house, I shut off the engine and sat there for a minute, hands still on the wheel, breath fogging the cold air, thinking that we'd made it through an unexpected snowstorm, a madcap party, an irate Dad, a couple of deer, and the rest of the foolishness of the night. And Butch still thinks he'll get another date with one of the lovely sisters.

As I went inside, I realized something. I'd almost stayed home, almost missed it all. Instead, I ended the year in one piece, cold, exhausted, but smiling, safe, and a little wiser... exactly the way a good sports car adventure should end, and with the memory of a New Year's Eve I wouldn't forget. Now to get some sleep because I was opening the gas station at 7:00 AM, and Butch needed a new battery.

Oh, to be young again, fearless, but smarter. 🍀

Happy New Year

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)



RAIN OR SHINE

Tartan Day South Festivities:
Registration/Parking:
Early Bird Welcome reception:
Pick up boxed lunch:
Voting:
Awards Presentation:

All Weekend
9:00 am - 11:00 am
9:00 am - 10:30 am
12:00 pm - 12:30 pm
11:00 am - 1:00 pm
2:15 pm

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Visit: <https://www.bccmc.com> or <https://tartandaysouth.com> for more information.

JANUARY CLUB MEMBER BIRTHDAYS

Byron Williams	1	Amy Lindamood	16	Kevin Merrill	25
Lowell Wakker	3	Richard Fritz	17	Madeline Gallagher	25
Jennifer Sattler	3	Millie Horton	17	Brooke Joly	25
Tom Huff	4	Mark Ibenthal	17	Elisabeth Wild	25
Richard Hassell	5	Judy Heck	21	Rick Trowman	26
Melissa David	6	Robert Clark	22	Joe Vadala	27
Laura Beall	6	Donna Ibenthal	22	Catherine Martin	27
Maria Simons	6	Bill Privratsky	23	Mike Sanzari	27
Gordon Hill	7	Stephanie Smith	23	Ed Tilton	27
Paul Carpenter	8	Dwight Abbott	24	Danna Wilson	28
Cameron Johnson	8	Morgan Crook	24	Eric Smith	29
Earle Johnson	9	Austin David	24	Warren Hunter	30
Alexander Stone	10	Mary Huff	24	Carl Smith	30
Eric Gibeaut	12	Mert Fox	25		
Marc Binard	16	Richard Jenny	25		

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DECEMBER BCCC MEETING AND HOLIDAY PARTY

by Dave Rosato

I opened our December 6th meeting by reviewing the club's finances. A full **2025 Financial Summary** appears later in this issue of *The Windscreen* (see page 13). Our bank balance is currently just over **\$13,000**, putting us in excellent financial standing. This year's statement reflects approximately **\$2,000** in profit from **British Car Day**. Last year we made a **\$2,000 donation** to **Hallie Hill Animal Sanctuary** in the form of computer equipment.

Before officially beginning the **Monthly Meeting** at the **Holiday Party**, **Rob Durscher** asked to speak and proposed that the club make a donation to **Camp Happy Days**. After briefly describing their work, I invited him to share more with the group. **Irene Breland** had also previously suggested **East Cooper Community Outreach** as a donation recipient—another strong candidate. After **Rob's** remarks, I asked for a show of hands in support of donating to **Camp**



DECEMBER BCCC MEETING AND HOLIDAY PARTY (continued)

Happy Days. The response was nearly unanimous, so the club voted to move forward with a **\$2,000 contribution.** **Ken Smith** has since mailed the check, and I followed up with the organization directly. Their reply said it best: *"That is wonderful news, and we so appreciate this support. You have made our day!"*

We are also pleased to share that **Mikaela Nichols, Camp Happy Days Director of Development**, will join us at our next **Monthly Meeting** on **January 10.**

I hope you'll be there. Please let me know by **Tuesday, January 6** if you plan to attend—our **January Meeting** was nearly filled to capacity, so early notice will help us determine whether seating limits will be necessary. 🇬🇧

Dave



DECEMBER BCCC MEETING AND HOLIDAY PARTY (continued)



DECEMBER BCCC MEETING AND HOLIDAY PARTY (continued)



DECEMBER BCCC MEETING AND HOLIDAY PARTY (continued)



2025 BCCC Financial Summary

Beginning Balance 1/1/2025		\$ 15,513.19
General Income	Expenses	Income
Membership Renewals (Paypal)		\$ 3,720.00
New members (Paypal)+A4		\$ 1,780.00
Interest		\$ 10.21
Mobile deposits		\$ 2,708.45
Cash deposits		\$ 289.20
Venmo deposits		\$ 98.00
General Expenses		Total \$ 8,605.86
Holiday Party food	\$ 1,783.40	
Network Solutions	\$ 182.66	
Name tags	\$ 558.00	
Drive shirts	\$ 591.73	
Oyster roast	\$ 2,203.19	
British Marque	\$ 18.00	
Zoom	\$ 174.29	
Mepkin Abby	\$ 500.00	
Other expenses	\$ 2,517.98	
Other checks	\$ 828.15	
Palmetto Islands County Park	\$ 1,050.00	
PayPal fees	\$ 620.03	
British Car Day Income		Total - \$ 11,027.43
BCD registration (Paypal)		\$ 7,781.00
BCD registration (Checks)		\$ 2,074.50
Silent Auction		
Square		\$ 1,811.41
Club Square		\$ 522.80
Cash (silent auction, regalia)		\$ 1,169.00
British Car Day Expenses		Total \$ 13,358.71
McLeod Tour	\$ 420.00	
Dash plaques	\$ 247.45	
British Tea	\$ 3,350.40	
Rental Truck	\$ 644.12	
BCD coffee	\$ 69.66	
McLeod pavilion	\$ 600.00	
Palmetto Islands County Park	\$ 1,050.00	
Signs	\$ 320.92	
Ribbons	\$ 694.48	
Shirts	\$ 1,300.00	
Tea tables, chairs	\$ 1,074.68	
Awards	\$ 606.62	
Miscellaneous costs	\$ 259.29	
Donation to Camp Happy Days	\$ 2,000.00	
10x20 tent, stakes, flags	\$ 745.69	
British Car Day Profit	- \$ 24.60	Total - \$ 13,383.31
Ending Balance 12/21/2025		\$ 13,067.02

GOING PLACES BIKE BUILD HOLIDAY EXTRAVAGANZA

by Frank Neill

Becky learned about a non-profit called **Going Places**, which was organizing an event to assemble **423 bicycles** for students at **North Charleston Elementary School**. The title sponsor was **MassMutual South Carolina**, joined by many other generous business partners. When I looked into it, I immediately felt it was something perfectly suited to our club—an opportunity to crank some wrenches for a great cause. **Dave** and I sent out a club-wide email seeking about **10 volunteers**. Within no time, **14 people responded**, so I registered us as a group. Several others jumped in last-minute and were able to sign up individually as well.

Going Places had arranged a large warehouse near the old Navy base and transformed it into a festive setting—complete with a Santa stage for photos, an AI mirror that altered your reflection, plus pizza, subs, coffee, hot chocolate, cookies, and more.

A representative from **MassMutual** spoke, and his remarks struck a cord in my heart. He shared that his oldest child is ten, and at that age, they still be-

lieve—because they know presents will be waiting Christmas morning. He reminded us that for many of the children receiving these bicycles, **this will be their only gift**. Think about that.

And yes—we built bikes, and had an incredible time doing it. We worked in small teams assembling shiny, brand-new bicycles straight out of their boxes—a refreshing contrast to our usual battles with rusted old fittings. Eventually, some of our group was tapped to help correct bikes that had been flagged by Quality Control. If we participate again—and I sincerely hope we do—I would recommend assigning a dedicated QC crew from the start, and perhaps a small team to handle repairs on assembly mishaps. There are also many ways to help that don't involve picking up a single dreaded wrench.

Before I forget—**Becky** took home a trophy and well-deserved recognition for **Best Dressed (Festive) Volunteer** at the **Going Places Bike Build!** 🏆

Frank



GOING PLACES BIKE BUILD HOLIDAY EXTRAVAGANZA (continued)



GOING PLACES BIKE BUILD HOLIDAY EXTRAVAGANZA (continued)



COVER CAR STORY**1956 A.C. Ace
Bristol**

by Natalie and Scott
Bluestein

A Flying Ace

Only 463 A.C. Ace Bristols were produced between 1954 and 1963, partially due to the time needed to hand-build the cars.

Said to be "one of the great fifties sportscars," the A.C. Ace Bristol was made for ladies and gentlemen who expected and enjoyed elegance and performance in a nimble speedster. In January, 1954, Autosport magazine described the sensation created by the A.C. Ace at the Earls Court Auto Show, and ironically predicted "it is not intended as a competition car, and no attempt will be made to develop it as such, to the detriment of its smoothness and tractability." Thankfully for car enthusiasts

around the world, this was absolutely not true! Its popularity, both in the UK and, more importantly for post-war Britain, in the US, is a testament to the creativity and talent of the designers, who had pretty tough competition in 1950's American and Italian sportscars.

The A.C. Ace Bristol is an elegant, hand-built British car with a potent Bristol straight/six engine, which offered great handling due to its lightweight aluminum body. Women initially enjoyed driving it for its looks and grace, while men



COVER CAR STORY**1956 A.C. Ace
Bristol**

This A.C. was the 22nd Ace imported into the US with a Bristol engine, delivered to the Arlington, Virginia A.C. dealer in 1956. In 2018, it was discovered in Philadelphia under a tarp, and restored by an owner who worked for RM Auctions.

enjoyed driving it for its performance. Early reviews of the A.C. Ace actually did not refer to it as a race car, but a street car for shopping! These days, it remains a sought-after touring and vintage racing car for women and men.

The A.C. Ace was offered only with the A.C. engine until 1956, when the Bristol engine was offered as an option, providing more horsepower. Germany was required to

provide the Bristol engine plans to England as part of its war reparations owed to England for the damage caused by the Blitz. Essentially, the Bristol engine is the same as the BMW 328 engine.

Only 463 A.C. Ace Bristols were produced between 1954 and 1963, partially due to the time needed to hand-build the cars. Our A.C. was the 22nd Ace imported into the US with a Bristol engine, delivered to



COVER CAR STORY**1956 A.C. Ace
Bristol**

The Ace's handling is sublime! It's a car that you can drive fast, knowing all the while that it can handle whatever paces you decide to put it through while remaining responsive, rock solid, and stable.

the Arlington, Virginia A.C. dealer in 1956. The following 62 years of its life are a mystery. In 2018, it was discovered in Philadelphia under a tarp, and restored by an owner who worked for RM Auctions, for which we are very thankful!

Carroll Shelby raced against A.C. Aces in the 1950's, and was beaten by them on a number of occasions. After winning at Le Mans in 1959, Shelby's health required him to retire from racing. Casting about for something else to do, he came up with the idea of putting a big American V8 engine onto the lightweight A.C. chassis, thus forming a

partnership with A.C. and creating the legendary Cobra - not bad for a race car driver who thought his best days were behind him!

We were first drawn to the car's elegant lines, clearly inspired by Italian styling, and its famous Aston Martin racing green color, which was an actual A.C. option. If its aesthetic appeal inspired us to take a closer look, driving it definitely clinched the deal. Driving our A.C. is exhilarating and incredibly fun! The engine is assertive, but not obnoxiously loud. It is plenty powerful for its size (and the era) propelling the car to a top speed of around



COVER CAR STORY**1956 A.C. Ace
Bristol**

The A.C. Ace served as the spark for the A.C. Cobra and then the Cobra, while maintaining stylish appearance and solid, surprising performance, equally comfortable on the race track and public roads.

115 MPH, the chassis is lightweight and the car is well balanced and very responsive. Once our brilliant mechanical consultant sorted out the steering block, the Ace's handling is sublime! It's a car that you can drive fast, knowing all the while that it can handle whatever paces you decide to put it through while remaining responsive, rock solid, and stable. The cockpit is roomy, with deep, comfortable seats and plenty of elbow-room inside the curved door panels.

We hope to drive it on a long rally or tour in the future. We may use it on the street for shopping, but

there is plenty of room in the boot for luggage – and a spare tyre!

Adrian Newey, the famous race car designer, once said "[e]volution is often the key once the spark of a good direction has been set." Auto designs constantly evolve, building on past successes, failures, and lessons learned. The A.C. Ace served as the spark for the A.C. Cobra and then the Cobra, while maintaining stylish appearance and solid, surprising performance, equally comfortable on the race track and public roads. 🇬🇧

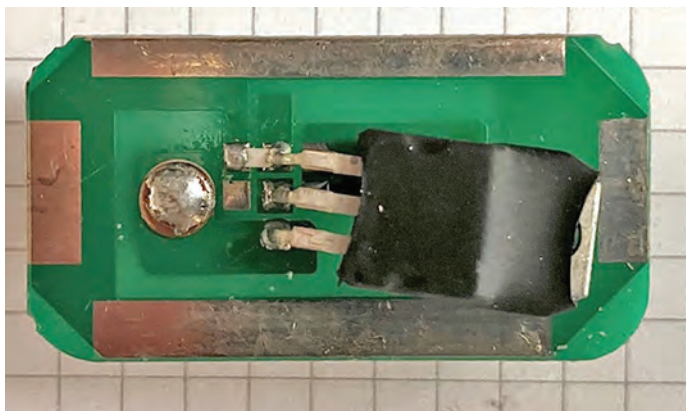
Natalie and Scott Bluestein



LBC Tech

Replacement Voltage Stabilizer Part II

There have been a few bad **Voltage Stabilizers** reported, and generally they are the original, mechanical style that have simply aged out. The purpose of the stabilizer is to provide a steady 10 volts to two gauges, regardless of battery voltage. The symptom of a bad stabilizer is both the fuel gauge and water temperature gauges read either zero or full scale, depending on the failure mode. I decided to make my own version for club members. While we were rewiring **Pat Faulkner's TR4** I took the opportunity to see how much current the stabilizer provided – about 80mA. His car is converted to negative ground, so that's the first one I made. I still needed some bad stabilizers as a sample to house my circuit. In response to my post on our Facebook page, new member **Philip Henry Mancuso** provided a dead stabilizer, and his was a modern, solid-state replacement that was definitely burned out. Looking at the commercial version, there were compounded design errors that I knew I could improve on. The commercial design not only had no heatsinking, but to prevent shorting, they put heat-shrink tubing over the regulator, keeping the heat in the regulator package.



I felt it would be easy to provide effective heat-sinking for a correctly sized voltage regulator. I designed and ordered the circuit boards as well as the few components each board took. The grid in the picture is 1/4" for scale.



Everything went as planned, so if any member has a dead negative ground stabilizer, please contact me for a replacement. This would be the equivalent to **Moss Motors 115-433**. I've ordered the boards and parts for a positive ground stabilizer, too, a **Moss 131-556** equivalent.

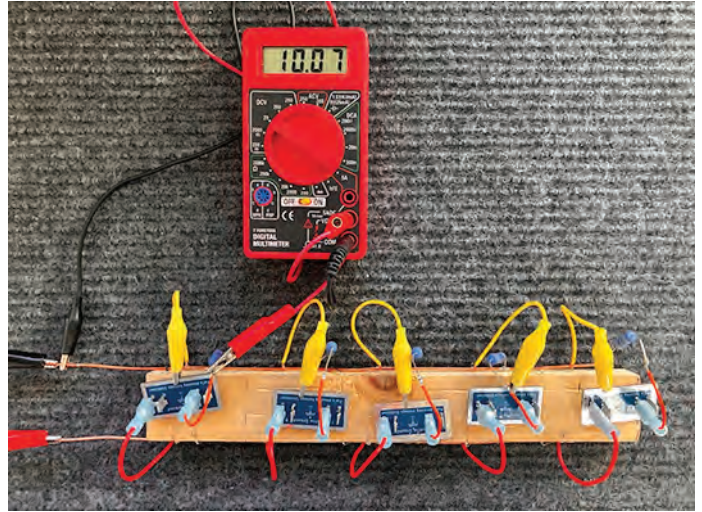
I finally got around to finishing up the positive ground stabilizers. They work great, just like the negative version. To make sure people get the correct one, not only are they labeled what ground they work with, I used blue solder mask for the negative ground version and black for the positive ground.



LBC Tech**Replacement Voltage Stabilizer
Part II** (continued)

Embarrassingly, the first stabilizer delivered failed after a few hours. I'll do some trouble-shooting on that board when I get it back. To minimize that from ever happening again, I've been burning these in for 8 weeks so far, while checking both output voltage and consumed current. So far, so good. 🍀

Frank Wissman



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FOR SALE

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

1986 Lotus S3 Esprit Turbo - I've been good to this car, and it's been good to me. But I need the garage space to build the boat I'm having designed. 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. 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. 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.

1970 MGB Fully restored rust-free California car. Custom paint with fabulous color. 4 speed with overdrive. Rare split rear bumper. Wire wheels, newer Yokohama tires. Re-built engine with twin Weber DCOE side draft carbs, high performance cam, aluminum cross flow head and custom exhaust. Asking **\$21,000.00** OBO. Contact Dave at (818) 653-6884 or email davemax@earthlink.net



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.

1977 MG MGB MK IV 2DR Cobalt blue paint over tan interior with chrome bumpers. 8,560 miles. New Weber32/36 carburetor, renew exhaust system and vehicle inspection at Charleston Import Automotive. New top cover, tonneau bow bar, shift boot and MGB trunk mat. New Kinergy S Touring 185/70R 14 tires. Asking **\$12,500.00**. Contact John Stick at Stick@msu.edu



1973 TRIUMPH TR6 - Exceptional condition, Piment to Red, Black interior. Extensive in frame restoration 2020/2021, no expense spared. No rust. Only 11,924 shipped to the USA IN 1973. Manuals , Tonneau cover, and full cover. 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**

JANUARY 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 9:30am – 11am <i>Monthly Meeting Smoky Yolk, James Island</i>
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

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	TECHNICAL ADVISOR	
Gary Brown	Windscreen Editor	Darryl Beech	Mr. Wizard
Michael Caristi	Events Coordinator	WEBMASTER	
Gene Carter	Events Coordinator	Dave Rosato	
Bette Cooper	Email Coordinator		

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: _____