



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

Volume 43, Number 7

JULY 2026

2025 BRITISH CAR DAY FIRST IN CLASS 1968 TRIUMPH TR5 PI

PAGE 22



Michael Siegmund's Giovanni Michelotti designed 1968 Triumph TR5 PI took First in Class honors at BCD 2025.

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15 2026 BCCC BLUE RIDGE MOUNTAINS TOUR Our latest club adventure took 24 members and 12 cars to Asheville, North Carolina.

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31 LBC TECH Frank Wissman reports on two Tech Sessions held last month at Dave Rosato's Garage.

PREZ SEZ

by Dave Rosato

We have 24 cars registered for **British Car Day** and 24 registered for the **Authentic British Tea**. The tea has always been a hot ticket so if you want to attend, you need to register soon. There is a limit of 48 people. Let's get those **Triumphs** registered! We only have nine so far. We have **60 Triumphs** in our member database! This is the **Spotlight Marquee** for 2026. Let's fill half the field with **Triumphs**!

# Cars	Class	Description	# in Club
1	27	Triumph TR-2, 3	11
2	28	Triumph TR-4, TR-4A	7
1	29	Triumph TR-5, TR-250	3
2	30	Triumph 1969-1973 TR-6	5
1	31	Triumph 1974-176 TR-6	19
0	32	Triumph TR-7, TR-8	2
0	33	Triumph Spitfire	10
1	34	Triumph Motorcycle	1
1	35	Other Triumphs (GT6, Stag, ...)	2

We had another very successful and enjoyable club drive, this time to **Asheville, NC**. (See page 15 for photos) A four hour drive on **Rt26** is a six hour drive on back roads. It is a much more enjoyable drive though, especially in the **MGA**. We stopped at a park along the way for lunch. Our first dinner was at **Cheshire Arms Pub** in **Black Mountain**. We were greeted with menus with the club name across the top. The owner introduced herself and showed her appreciation to the club. We had a great time. Our first day in **Asheville** we did a drive to **Little Switzerland**. **Lynn** and **I** thought we had found all the curvy scenic drives in the **Blue Ridge Mountains**. **Gene** and **Mike** found a new one to us, **Elk Mountain Scenic Highway**. Such a nice drive, but much of the time we were in the clouds. Then our leader, **Dee**, reported on the radios that we had 1.4 miles of dirt roads ahead. Fortunately, it had recently rained so there was no dust. The 1.4 miles turned into about 4. But our cars survived. When we got close to **Little Switzerland**,



visibility was literally about 30 feet. There was about 15 minutes of confusion trying to round everyone up. On a clear day, there is a 180 degree view to the horizon, not then. We had a nice lunch and decided to take a quicker way back to **Asheville**. Many of us had dinner at **Vinnie's Neighborhood Italian Restaurant**.

The next day was a free day to explore. **Lynn** and **I** joined **Otis** and **Debbie Engelman** and **Michael Siegmund** and **Cheryl Saban** to check out the **Asheville Arts District**. Much of the area was destroyed by **Helene**. It was nice to see that the area was totally rebuilt and populated with hundreds of artists. After a leisurely walk, we ended up at **The Radical Asheville**. It is a unique hotel with murals on the walls with a street level bar, where we had a drink, and a roof top bar with riverfront views. That night many of us

WELCOME NEW BCCC MEMBER

Johnathan Coleman
1970 Triumph GT6+

*We Look Forward to Many
Happy Miles Together!*

PREZ SEZ

(continued)

had dinner at the **Corner Kitchen** in **Biltmore Village**.

The next day was the drive home. We decided to take rt26. I'm happy to say that we didn't have any breakdowns.

Lynn and I ended up driving the **MGA** on the **Asheville** drive. In last months *Windscreen*, I alluded to some issues on the **1967 TR4A IRS** I needed to resolve. Well, the engine, with less than 1,000 miles on it, was burning oil. It appeared to be the PCV valve. It was allowing oil laden vapors to be sucked from the valve cover into the engine intake. I removed the PCV valve and replaced it with a hose running between the valve cover and one of the air filters, the same as the **MGA**. It was still burning oil so I decided to remove the head and check the valves.

The exhaust valves and guides were new as were the hardened seats. The intake valves were not replaced but the guides were reamed and sleeved. Viton seals were on all valve guides. The inlet valves looked like they had 50,000 miles on them. The back of the valves and the intake was coated with a thick tar like material. I brought the head to **Mike** at **Simons** to get his opinion. He thought it looked very good, as far as the valves, guides and seals. I removed all the intake valves and cleaned them along with the inlet manifold.

To make sure the piston rings were undamaged, I pulled each piston. The two compression rings and the oil ring looked great. I did a quick hone on the cylinders and replaced the pistons. I then put the engine back together. The engine started right up and it appeared not to be burning oil.

The other issue was a clunk coming from the rear. The **IRS** stands for **Independent Rear Suspension**. This is the same as the **TR5** and **TR6**, at least internally. The clunk could be from play between the ring and pinion gears, play in the planetary gears, play in one or more of the six u-joints, play between the hub splines and the wire wheels, or play in the splines in the short shafts. Two u-joints had play and both rear hubs had play. By rotating the wheels different ways,

there appeared to be play in the planetary gears.

I dropped the differential and opened it up. There was play in the planetary gears, but I couldn't find anyone who had the shims needed to correct the problem. So, **Frank Neill** and I went over **Dennis Wunsch's** house to remove the differential from a **TR6** that a club member rolled several years ago. We brought come-alongs so we could get the car up-side down. We pulled the differential and brought it home.

The planetary gears were nice and tight so we put them in the **TR4** differential, where they were still tight. I replaced the two u-joints, bought one new hub, and used another I got from **Dennis**, from his bucket of **Stag** hubs. I replaced the three seals in the differential before putting it back in. The car was driving great until a couple days ago when the alternator light lit up. A new alternator has been ordered. I hope that will be it.



Unfortunately, **Lynn** and I won't be at the **July Monthly Meeting**. We're trying out a new venue, **Poogan's Southern Kitchen**. The buffet breakfast is **\$24**. **Frank Neill** will be taking your cash or credit card payment when entering the restaurant. The club will make a single payment to the restaurant. Please send me your feedback. How was the food and selection, the service, parking and cost. Note that if we continue with **Poogan's**, they may change the food selection. I went to **The Flying Biscuit** in **West Ashley**. They required us to be there at **8am**. This was unacceptable to me. They open at 7am but don't start getting customers until 9 to 9:30. If we want to try them, I could make it contingent on starting at 9am and see what they say. Otherwise, the search continues. 🍷

Safety Fast,
Dave

VP'S CORNER

by Richard Fritz

Happy 250th Birthday, America! Here's to Freedom, Fireworks, and the Fool on the Roof!

Two hundred and fifty years is quite a milestone, especially when it marks the birth of our nation. There is so much to celebrate about **America** that it would take more than the entire *Windscreen* to do it justice. Instead, I found myself thinking back fifty years to our **Bicentennial in 1976** and a memorable lesson in business ownership.

On July 5, 1976, the day after **America's 200th birthday celebration**, I signed the papers to purchase a 6,000-square-foot drug store in **Franklin, New Jersey**. Owning my own pharmacy was the realization of a dream that began when I was a teenager working after school in a neighborhood drug store.

The previous owner had driven the business into the ground, so there was no honeymoon period. It was sink or swim. Fortunately, word spread that the store had a new *Pharmacist-in-Charge*, and business began to improve. Prescription volume doubled, sales climbed, and after three months I was beginning to think I might actually know what I was doing. Then reality arrived on the rooftop.

During **Labor Day weekend**, I closed early and joined my family at a neighborhood cookout. When we returned home that evening, there was a message from the **Franklin Police**. The store alarm had gone off, and an officer was watching a man running round inside the pharmacy trying desperately to get out. I said, *"I'll be there in 15 minutes with the key"*.

I had recently installed new locks that could only be opened with a key. Unfortunately, neither the burglar nor the police had one.

The intruder entered through a roof vent, stepped onto a suspended ceiling, and promptly crashed through the ceiling tiles onto a cash register below. After recovering from the fall the intruder helped himself to some drugs, a little cash, and a roll of stamps, and then he tried to escape as the cops arrived. There was nowhere to go; he was locked in.



When I arrived, three patrol cars were stationed around the building with lights flashing in the rain. Apparently, the message that I was bringing the key never reached the officers. Rather than wait, they rammed a steel shopping cart through the plate-glass front doors. The burglar was arrested. My doors were destroyed.



The officer explained what he saw and apologized for the door.

Following the muddy footprints later that night, I discovered the burglar went to the bathroom, and had attempted to climb back to the roof through the vent—only to slip and fall through the ceiling again.

By then, being tackled and handcuffed by the police probably made the intruder feel that this was a better ending for his day.

I spent the rest of my night sweeping glass, mopping floors, and preparing to open the next morning. By 9:00 AM, I was back behind the pharmacy counter, tired, hungry, a little messy, but a lot wiser.

VP'S CORNER

(continued)

So, as **America** celebrates her **250th Birthday**, I'm reminded of our **American Dreams**, which often come with a few unexpected obstacles—for me, in the form of an intruder who dropped in on my dream, not once but twice. Fortunately, our 'perseverance' is an **American tradition**, just like baseball, fireworks, apple pie, and getting my drug store open for business the very next

morning. Looking back, fifty years later I realize that achieving my **American Dream** took perseverance and conviction, but the rewards were well worth the effort.

In closing the **VP's Corner** for this month, and on this special day, I want you to always remember the words of the **John Hancock** after he signed the **Declaration of Independence**... *"Come on, Fellas... let's have a fifth on the fourth."* 🇺🇸

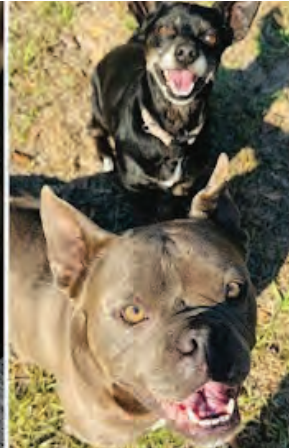
Happy 4th of July to everyone!

Rich



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TRIUMPH ITALIA 1959-1962



TRIUMPH TR4 1961-1965



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BCD 41

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THE GATHERING | SHELTON VINEYARDS | DOBSON, NC

by Rich Fritz

Photography by Rich Fritz

The **Gathering in Dobson, North Carolina**, held **April 17-19, 2026**, has become a staple car show for **British** car enthusiasts from across the **East Coast** — and well beyond. It's a wonderful weekend event held at the spectacular **Shelton Vineyards**, located in the heart of **Yadkin Valley** wine country.

The **Shelton Estate** spans 406 acres, with approximately 200 acres under vine. The vineyard features a 33,000-square-foot winery, an on-site restaurant, and a well-stocked wine shop. The owners also operate a comfortable hotel and restaurant, where many **Gathering** attendees stay at very reasonable rates.

The **Triumph Club of the Carolinas** has been hosting **The Gathering for 40 years**, and their experience shows — they run a tight, well-organized event. This year was no exception.

Friday marked the start of registration with the traditional **Blue Ridge Foothills Tour**, which turned out

to be less of a casual drive and more of a timed rally — testing participants' ability to follow directions and answer questions along the route. The evening featured a *"Ladies Night Out"* at the **Harvest Grill** at the Vineyard, and a lively auction at the hotel. **British** car parts, creative items, pizza, and soft drinks made for a fun and relaxed close to the day.

Saturday was the main event. **TCOC President, Steve Ward**, reported that more than **300 cars** were registered for the **2026 Gathering**, with **289** on display at the Vineyard—a remarkable achievement, though not surprising for those familiar with the event's reputation.

I arrived early and enjoyed watching the steady stream of cars entering the grounds. By 11:00, the fields were filled as far as the eye could see. From my vantage point, there were **Jaguars** behind me and **Austin Healey's** to my left. Across the brook, **Triumphs** were

Class-A1 / Sunbeam Alpines

1st Todd Smith - 1963 Alpine



Todd Smith
1963 Alpine
Gilbert, SC

2nd Bob Bissett - 1967 Alpine V8



Bob Bissett
1967 Alpine V8
Black Mountain, NC

3rd Richard Fritz - 1963 Alpine GT



Richard Fritz
1963 Alpine GT
Summerville, SC

Class-A2 / Sunbeam Tigers

1st Scott Hackenson - 1966 Tiger



Scotty Hackenson
1966 Tiger
Mooresville, NC

2nd Clyde McLaughlin - 1966 Tiger



Clyde McLaughlin
1966 Tiger Mk 1A
Taylorville, NC

3rd Joel Martin - 1966 Tiger



Joel Martin
1966 Tiger Mk 1A
West End, NC

THE GATHERING | SHELTON VINEYARDS | DOBSON, NC (continued)

stacked on the hill, and in the distance I could see, literally, hundreds of **MG's**, **Mini's**, and assorted other vintage marques basking in the sun.

The day offered something for everyone: wine tastings, winery tours, shopping, food trucks, wrench racing, and, of course, an impressive display of beautiful

British automobiles. The evening concluded with a post-show barbecue back at the hotel.

Sunday was reserved for the autocross at **Surry Community College**. Unfortunately, I can't comment or report on the results, as I said my goodbyes over breakfast and began the five-hour drive home.

Class-A3 / Alpine Modified

1st Bob Sharkey - 1967 Alpine V6



Bob Sharkey
1967 Alpine V6
Bedford, VA

Class-A4 / Rootes Group

1st David Hall - 1962 Harrington LeMans



David Hall
1962 Harrington LeMans
Charlotte, NC

Class-N3 / Triumph TR250/5

1st John Tweedy - 1968 TR250



John & Carolina Tweedy
1968 TR 250
Emerald Isle, NC

Class-N1 / Triumph TR3/3A/3B

1st Place TIE / Warren Bender - 1961 TR3A and Rod Smith - 1959 TR3A



Warren & Stancy Bender
1961 TR 3A
Green Sea, SC



Rod & Myrna Smith
1959 TR 3A
Greenville, SC

2nd Will Sutton - 1968 TR250



Will Sutton
1968 TR 250
Clemmans, NC

More Class-N1 / Triumph TR3/3A/3B

2nd Jim and Linda Cain - 1958 TR3



Jim & Linda Cain
1958 TR 3
Corey, NC

3rd Sam Zaffino - 1962 TR3B



Sam & Anne Zaffino
1962 TR 3B
Salisbury, NC

3rd Al Salvatore - 1968 TR25



Alan Salvatore
1968 TR 250
Simpsonville, SC

THE GATHERING | SHELTON VINEYARDS | DOBSON, NC (continued)

This year's **Gathering** spotlighted the **Sunbeam** marque on a grassy hill, beneath the shade of large, majestic elm trees. Twenty-one well-curated **Sunbeams** were on display—an impressive showing that included **Wes Rittenhouse's** right-hand-drive **1967 Sunbeam Tiger** from **Anncville, Pennsylvania**, co-pilot-

ed by none other than "*Tiger Tom*," serving as technical support for the journey.

Considering that the previous high for **Sunbeam** attendance at **The Gathering** was just ten cars, the **Triumph Club of the Carolinas** — and the show attendees — were delighted by the turnout. The weather co-

Class-N4 Triumph TR6 thru 1973

1st Scott Porter - 1970 TR6



2nd Chris Bullock - 1969 TR6



3rd Skip Robertson - 1973 TR6



Class-N5 Triumph TR6 1974-on

1st Matt Miersen - 1974 TR6



2nd TIE Paul Morro - 1974 TR 6



2nd TIE Bruce McCulloch - 1976 TR6



More Class-N5 Triumph TR6 1974-on

2nd TIE Steve Lail- 1976 TR6



3rd Tim Richardson - 1974 TR6



No photos were available for these classes:

Class-N2 Triumph TR4

1st Sam Johnston - 1964 TR 4
2nd Terry Sopher - 1962 TR 4
3rd Chris Simonsen - 1963 TR

Class-N6 Triumph TR7/8

1st Reeve Samson- 1980 TR8
2nd Mike Harris - 1980 TR8

THE GATHERING | SHELTON VINEYARDS | DOBSON, NC (continued)

operated beautifully, with mid-80s temperatures, low humidity, and a steady breeze throughout the day.

It didn't take long for participants to drag their chairs into the shade to join us. New friendships formed quickly, and conversations flowed easily. I spent much of the early part of the day photographing as many cars as possible, though the sheer size of the field limited my wanderings mostly to the **Triumphs** and **Sunbeams**. The remainder of the day was happily spent in the shade, enjoying the company—and tales from the road and beyond.

Around 3:00, the popular vote awards presentation began. **TCOC** started with **Sunbeam's** since they were the day's main attraction.

As I mentioned, I took as many photos as I could, but I made sure that **Triumphs** were photographed first since this was their **40th Gathering** — and their car displays made quite an impression.

After the show, many attendees headed to the **TCOC** barbecue at the hotel. Some of the **Sunbeam** group ventured to the **Depot at Cody Creek** for what was reportedly an exceptional dining experience, while

Class-N7 Spitfire

2nd Steve Cumpston - 1978 Spitfire



Class-N8 Standard/Triumph Other

3rd Dave Crane - 1963 Triumph Sport 6



No photos were available for these award winners:

Class-N7 Spitfire

1st Rich Stavridis - 1972 Spitfire
3rd Mark Vetrano - 1979 Spitfire

Class-N8 Standard/Triumph Other

1st Ken McBean - 1969 GT6
2nd Jack Sampson - 1973 GT6



Out of 289 registered cars on the Shelton Vineyard grounds this car, a 1970 TR 6 PI, owned by Robert and Lynda White, drove away with 'Best of Show' honors.

The award for driving the longest distance to this year's 2026 Gathering in Dobson, North Carolina, went to Wes Rittenhouse in his 1967 Sunbeam Tiger.

THE GATHERING | SHELTON VINEYARDS | DOBSON, NC (continued)

I joined **Eric** and **Bonnie Gibeaut** and **Jeanne Webb** for an Italian feast at **Roma's** in nearby **Jonesville**. The **Sunbeam** gathering continued afterward, as many of us reconvened in the hotel parking lot for cigars and a few adult beverages before finally calling it a night.

This was my third **Gathering at Shelton Vineyards** which I believe was my best experience so far. You couldn't ask for a more cordial club to sponsor this event. All the **Sunbeam** guys were treated like royalty right down to the members hospitality and their helpfulness just getting around **Dobson**.

As events go, this is one of the best shows in the **Carolinas**, albeit a bit of a trip, but worth every mile.

I know the **Carolina Sunbeam guys** really enjoyed working with **Steve Ward** to bring the **Sunbeams** to the Vineyard. It was a great experience for all of us from **TEAE, Charleston, Black Mountain, Durham, West End, Columbia**, and even the guys from **Pennsylvania** who won the **Longest Distance Award (471 miles)** in a right-hand drive **1967 Tiger**.

If you're interested in the **2027 Gathering**, I suggest you watch the **TCOC** website for registration information and book the hotel early because it fills up quickly.

See you at the Vinyard...

Rich

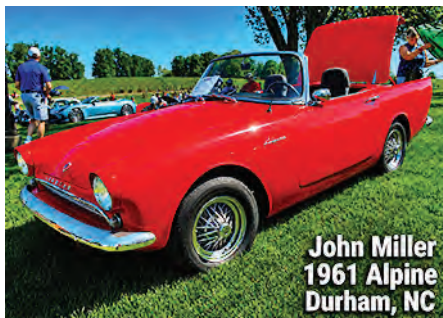
Other Triumphs and Sunbeams at the Gathering making their presence known.



George Coleman
1967 Alpine
Burlington, NC



George Lustig
1967 Tiger Mk 1A
Floyd, VA



John Miller
1961 Alpine
Durham, NC



John Farley
1967 Tiger Mk 1A
Black Mountain, NC



Kate Lawler
1965 Tiger
Harleysville, PA



Larry Miller
1966 Tiger
Midland, NC



Mark Terry
1965 Tiger
Hillsborough, NC



Loretta Miller
1963 Alpine
Durham, NC

THE GATHERING | SHELTON VINEYARDS | DOBSON, NC (continued)



Mike Greenberg
1967 Alpine
Wake Forest, NC



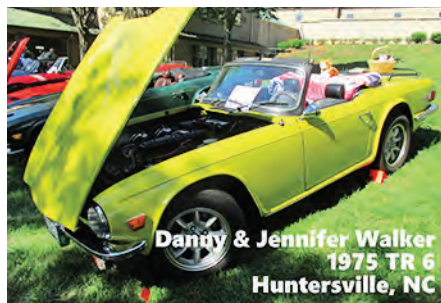
Stephen Smith
1967 Alpine
Waxhaw, NC



Tom Johnson
1967 Alpine
Lilburn, GA



Eric Gibeaut
1963 Harrington LeMans
Columbia, SC



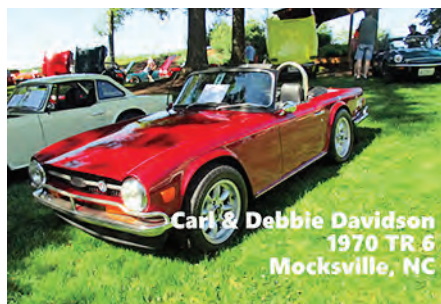
Dandy & Jennifer Walker
1975 TR 6
Huntersville, NC



Cliff & Kathy Hudgins
1975 TR 6
Roaring Gap, NC



Craig Dozios
1973 TR 6
Pinehurst, NC



Carl & Debbie Davidson
1970 TR 6
Mocksville, NC



Bob & Frank Suchy
1986 TR 250
Raleigh, NC



Mike Flood
1969 Spitfire
Cleveland, TN



Gary & Sharon Brooks
1969 TR 6
Youngsville, NC



Tom & Theresa Cope
1974 TR 6
Wilmington, NC



Tim & Pat O'Rourke
1960 TR 3A
Charlotte, NC

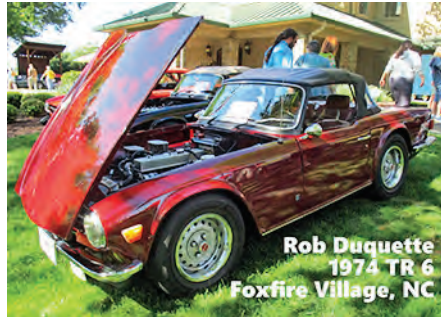


Tim & Dianna Funaro
1974 TR 6
Apex, NC



Steve & Mary Ward
1972 TR 6
Charlotte, NC

THE GATHERING | SHELTON VINEYARDS | DOBSON, NC (continued)



★★★★★ HAPPY 250TH BIRTHDAY, ★★★★★

America!

1776 ★ 2026

250th

UNITED IN FRIENDSHIP
UNITED BY A PASSION

Here's to 250 years
of freedom, friendship
and the open road.
Happy Birthday, America!

From your Friends at the
British Car Club of Charleston.

JULY CLUB MEMBER BIRTHDAYS

Carol Culp	2	Gene Carter	12	Andy Beall	21
Gregory Hoffman	3	Gary Perrault	12	Pam Meskauskas	21
Jeffrey Adams	4	Wendy Farley	12	Gayle Olszyk	21
Renee Jamison	5	Bill Unger	14	Michael Carnell	24
Warren Southerland	5	Cindy Dailey	16	Michael Connelly	24
Elizabeth Pohle	7	Gary Keisler	18	Shanon Nickles	24
Rauss Chandler Collins	8	Linda Ramstadt	18	Paul Palmer	26
Kimberly Caristi	8	Deryl Wessinger	19	Jamie Donaldson	28
Summer Neill	10	Laura Mohan	20	Fiona Jenkins	30

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2026 BCCC BLUE RIDGE MOUNTAINS TOUR

Asheville, North Carolina, June 8-11, 2026

Photography by Lynn Rosato

DAY ONE



2026 BCCC BLUE RIDGE MOUNTAINS TOUR (continued)



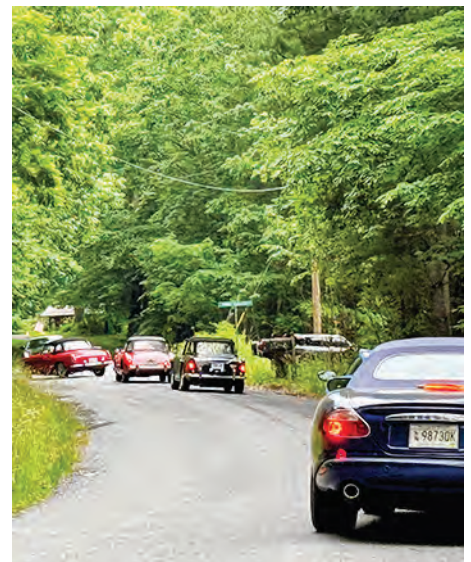
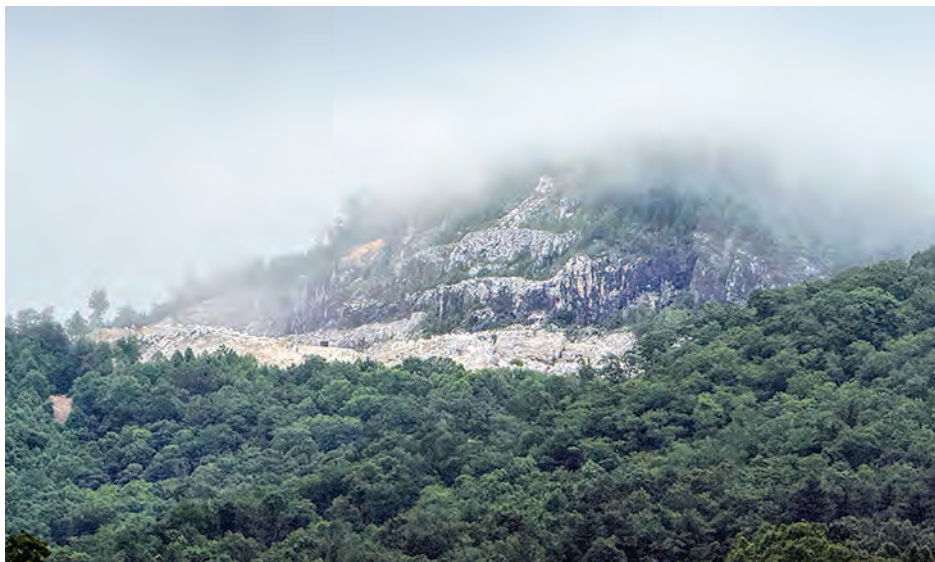
British Car Club of Charleston		
		
Starters		Mains
Spiced Mixed Nuts <i>g</i>	\$6	Fish & Chips <i>any</i>
crayons on the blood of pecans, w. almonds, pistachios, and cashews coated with paprika, cayenne, sea salt, and a touch of brown sugar		Crispy beer-battered haddock with golden chips & house tartar
Smoked Trout Mousse <i>g</i>	\$11	Cauliflower Tikka <i>g</i>
rich smoked trout mousse with capers, served alongside seasonal finger-potatoes		crushed cauliflower marinated in yogurt, aromatic spices & tomatoes with finger-potatoes, shallots, dill, and a hint of lemon
Red Lobster Hummus with Nuts <i>g</i>	\$11	Pan-Seared Salmon <i>g</i>
creamy red lobster hummus paired with garlic nuts		crispy with mushrooms & asparagus, drizzled with parmesan in cheese & herb oil
Scotch Egg <i>g</i>	\$11	Angus Burger <i>g</i>
soft boiled egg wrapped in sausage and coated in crisp, golden crumbs		angus beef patty, cheddar cheese, house-made pickles, ketchup & a hint of onion slushy served with chips
Onion Soup <i>g</i>	\$11	
crispy onion soup served in rich beef broth, topped with a crusty roll and melted gruyere & Gruyere		
Beetroot Salad <i>g</i>	\$11	
roasted beets with cream goat's cheese spread, crisp 1/2 cup, shallots, and local greens, tossed in a light lemon vinaigrette		

2026 BCCC BLUE RIDGE MOUNTAINS TOUR (continued)

DAY TWO



2026 BCCC BLUE RIDGE MOUNTAINS TOUR (continued)



2026 BCCC BLUE RIDGE MOUNTAINS TOUR (continued)



2026 BCCC BLUE RIDGE MOUNTAINS TOUR (continued)



2026 BCCC BLUE RIDGE MOUNTAINS TOUR (continued)

MORE DAY THREE





COVER CAR STORY

1968 Triumph TR5 PI

by Michael Siegmund

Photography by Gary Brown

The Triumph TR5 combined Michelotti's timeless styling with race-inspired Lucas mechanical fuel injection, creating one of the most desirable Triumph sports cars ever built.

I currently own three Triumph TRs, but over the years I have owned five. To tell the story of my TR5, I have to begin with the first one.

In 1976, I turned 16, got my driver's license, landed an after-school job so I would have some spending money—and there was a girl. The girl said she really liked English sports cars. I knew nothing about cars, let alone English sports cars, but I found a 1965 Triumph TR4A in the newspaper classifieds that was priced right.

With all the money I had managed to save in the world, I paid \$400 for this 11-year-old car. It ran, but it would not pass inspection, so it could not be registered.

I picked it up at night, drove it home without plates or insurance, and tucked it away in my parents' garage, where it sat for months.

To impress the girl, I needed to get the car on the road, which meant getting it painted and making it pass inspection.

Now we come to the real point of the story.

I needed lots of help, and in 1976 that was not easy to find. The local Triumph dealership had closed, but the former owner happened to live directly across the street from my parents. When he learned what I had done, he connected me with several mechanics who had once worked for him and were now

COVER CAR STORY**1968 Triumph TR5 PI**

Produced for just a single model year, the 1968 TR5 represented Triumph's highest-performance sports car before the arrival of the TR6.

employed nearby.

These guys were wonderful to me. I was young, inexperienced, and broke, and they took pity on me. They came to my house to offer advice, help solve problems, tell stories, and occasionally tease me.

One story especially captured my imagination. They talked about a car none of them had ever actually seen because it had only been sold in Europe. It was supposedly the fastest Triumph ever built—and it was fuel injected.

The car was called the TR5.

In America in 1976, virtually no one had ever heard of a TR5.

Eventually, both the girl and the

TR4A disappeared from my life, but the Triumph bug remained. During college I owned a TR6, which felt positively modern compared to the TR4A. Then real life arrived, and there was no room for Triumphs.

Until 2020.

COVID struck, and I found myself unexpectedly back in the United States after living in London, working from a desk in my basement and staring at the prospect of retirement. It was my wife, Cheryl, who suggested that cars—and Triumphs in particular—might be a fun distraction. She still had fond memories of my college TR6.

Why not?



COVER CAR STORY**1968 Triumph TR5 PI**

From its wood-rim steering wheel and walnut dashboard to its elegant front grille and classic Lucas lighting, every detail reflects the craftsmanship of Britain's golden age of sports cars.

Within a month I had purchased a TR4, which I still own today, and we loved it. As I sat in my basement office dreaming about driving the TR4 instead of working, I found myself remembering those stories about the legendary TR5.

Unlike the mechanics who told those stories, I knew the TR5 was real. I had lived and worked all over the world and knew there were still examples on the road in Europe. Surely I had the resources and experience to find one and bring it home.

By 2020 we also had this wonderful tool called the internet.

Using local-language websites,

I searched all over Europe for a TR5 in exactly the right condition. Eventually I found not one, but two, that I simply had to have—one in Germany and another in France. Buying and importing them during the height of COVID, while chained to my basement desk, is a story all its own.

What Makes the TR5 Special?

Triumph was always focused on remaining competitive in the sports car market. By 1968, the Giovanni Michelotti-designed body introduced with the TR4 had been in production for seven years, while



COVER CAR STORY**1968 Triumph TR5 PI**

Purposeful, uncluttered, and driver-focused, the TR5 cockpit places every essential control within easy reach, making spirited driving its highest priority.

the four-cylinder, 100-horsepower engine remained fundamentally the same design that had powered the original TR2 in 1953.

The TR5 was intended as Triumph's performance-development car. It would be produced for only one year and in relatively small numbers.

Triumph's plan was bold, perhaps even daring.

The Lucas mechanical fuel-injection system had originally been developed for military aircraft during World War II. By the late 1950s and throughout the 1960s, it had proven highly successful in Formula One racing. However, it had

never been adapted to a mass-produced road car.

Working closely with Lucas, Triumph undertook extensive development to make the system suitable for everyday use while maintaining reliability and affordability. The primary goal was improved performance, and the first application was always intended to be Triumph's flagship sports car—the TR.

The result was remarkable.

The 1968 TR5 produced 150 horsepower, making it one of the most powerful production sports cars of its era. To put that in perspective, a contemporary Porsche



COVER CAR STORY**1968 Triumph TR5 PI**

The distinctive "TR5 PI" badge identifies one of the first production sports cars equipped with Lucas mechanical fuel injection—a system derived from military aviation and F1 racing.

911 produced approximately 130 horsepower.

Unfortunately, 1968 was also the year the United States introduced its first automobile emissions standards. Since America represented Triumph's largest export market by far, this created a significant challenge.

As Triumph finalized development of the Petrol Injection (PI) system, it faced several difficult realities: The car's performance was exceptional, but no one knew whether the fuel-injected engine could meet new U.S. emissions standards. And the precision com-

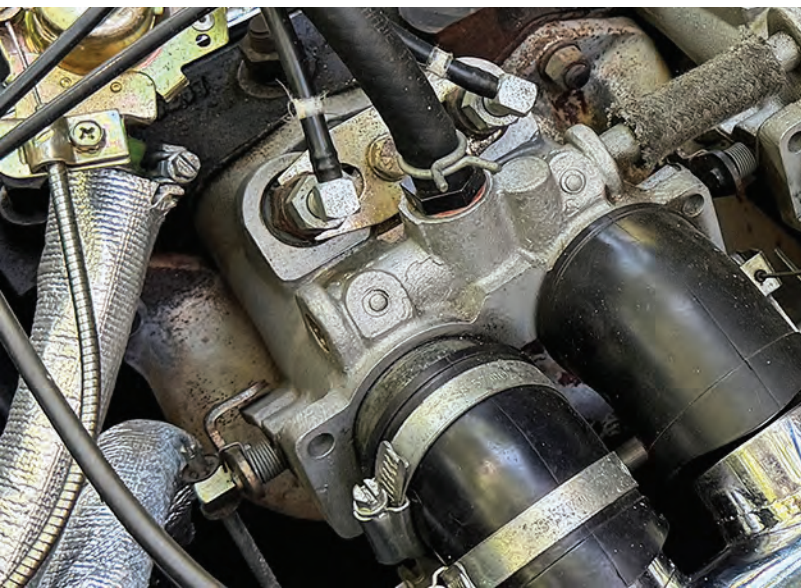
ponents required for the PI system significantly increased production costs.

There were serious concerns about whether American dealers could properly service such an unfamiliar system.

Triumph shipped two prototype cars to Detroit for emissions testing while simultaneously consulting with its U.S. dealer network regarding pricing and service concerns.

The results were disappointing.

The emissions tests failed, and American dealers made it clear they would not support a higher-priced TR. Their customers, they argued,



COVER CAR STORY**1968 Triumph TR5 PI**

Every angle reveals Michelotti's clean, balanced design. More than fifty years later, the TR5's simple proportions remain unmistakably elegant.

were far more concerned with affordability than outright performance.

Triumph therefore made the difficult decision to abandon plans for selling the fuel-injected car in the United States.

Instead, the company created the TR250, named for its 2.5-liter engine. The sophisticated fuel-injection system was removed and replaced with twin Stromberg carburetors, and additional modifications were made to satisfy U.S. emissions requirements.

In the end, fewer than 3,000 TR5s were produced—approximately

1,200 right-hand-drive cars for the United Kingdom and Commonwealth markets, and fewer than 1,800 left-hand-drive examples primarily destined for Continental Europe.

By comparison, more than 8,000 TR250s were built, all for the American market.

The following year Triumph introduced the TR6.

In Europe, the TR6 was essentially a restyled TR5 and retained fuel injection. In America, it was effectively a restyled TR250, retaining twin Stromberg carburetors.

The TR6 remained in production



COVER CAR STORY**1968 Triumph TR5 PI**

The walnut fascia, Smiths instruments, and leather-trimmed interior create a cockpit that is every bit as enjoyable to admire as it is to drive.

for seven years and continued this split personality throughout its life. Roughly 90 percent of all TR6s were shipped to the United States, where they produced about 100 horsepower. European-market TR6s retained fuel injection and significantly higher performance.

My TR5

For decades Triumph operated an assembly plant in Belgium to avoid European Economic Community import duties, since the United Kingdom was not yet a member.

Cars were shipped from Canley as CKD (Complete Knock Down) kits, then assembled and painted in Belgium. These cars carried a "1" prefix

The Belgian factory also customized cars to comply with local regulations. German-market cars received several unique modifications, including a locking steering column, different rear license-plate lights, disabled rear side-marker lamps, and a German-language commission plate mounted in the engine bay.

The car was in excellent condition when it arrived, but it still needed attention.

Its previous owner had completed a thorough restoration in Germany in 1985. When I purchased the car, the odometer showed approximately 18,000 kilometers. In the intervening 35 years, it had accu-



in their commission numbers.

Approximately 75 percent of all left-hand-drive TR5s were assembled there, including both of mine.

My Royal Blue TR5 came from Germany and carries commission number 1CP1995LP.

mulated only about 12,000 miles.

Everything was either original from 1968 or dated from the 1985 restoration.

During the winter of 2020–21, I entrusted the car to a local British-car specialist for a complete

COVER CAR STORY**1968 Triumph TR5 PI**

Original design meets thoughtful restoration. The TR5's beautifully finished interior preserves the character of the car while remaining ready for long-distance touring.

mechanical refurbishment, including the gearbox and overdrive. We left the engine untouched because every indication suggested it was healthy, and the mechanics strongly advised against fixing what wasn't broken.

Along the way we learned a great deal about Lucas Mechanical Fuel Injection (Petrol Injection).

I visited the shop almost every day. The mechanics were fantastic

to work with. I handled the research, planning, and parts sourcing, while they contributed decades of experience with British sports cars. We discussed every decision together, and I always had the final say.

They did not let me turn wrenches in their shop, which was perfectly fine with me. I still had a day job.

By the spring of 2021, the car was finished.

That summer Cheryl and I began



COVER CAR STORY**1968 Triumph TR5 PI**

After more than 30,000 miles of touring across the United States and Canada, this rare Royal Blue TR5 continues to prove that great sports cars are happiest on the open road.

house hunting in Charleston. I drove the TR5 south from Connecticut while Cheryl followed in my Cadillac. We spent a month in a rental house before signing a contract on our future home.

Afterward, we drove both cars back to Connecticut.

When we closed on the house that December, Cheryl rode with me as we drove the TR5 back to Charleston.

The TR5 has effectively been our Charleston car ever since.

Since then, I have driven the TR5 more than 30,000 miles. We have traveled to Vermont, Florida, Canada, Wisconsin, Indiana, and many places in between. Cheryl does

not always join me for the longest drives, but she enjoys the adventures and occasionally flies out to meet me along the way.

This car is always popular at shows, particularly in People's Choice voting, largely because it is so unusual. Parked in front of our house on State Street, it attracts countless tourists who may know nothing about the TR5 but cannot resist taking photographs.

The car comes from an era when automobiles were truly works of art.

I feel deeply connected to its past, and I hope to remain part of its future for many years to come. 🍀

Michael Siegmund



LBC Tech | June 5th

Rosato Garage Tech Session

by Frank Wissman

Photography by Frank Wissman

On Friday, June 5th, **Dave Rosato** hosted a tech session at his garage. The gang included **Dave, Frank Neill, Gene Carter (1972 TR6), Parrish Chaplin (1975 MGB), Otis Engelman (2016 Mini Countryman), Justin Dillon (1972 TR6), Mick Farley (1977 MGB), Richard Rothman (1975 MGB), Wayne Burdick (2010 Jag XK), Ken Kreuzer, and myself.**



The weather was ideal. I arrived about an hour late, missing the quick fix on **Justin's TR6**. He was having an issue where the clutch was engaging too close to the floor and was soft. They bled the clutch slave cylinder and that did the trick. There was no outward sign of fluid, though. **Dave** gave the chassis a once-over and tightened the half-shaft bolts at the differential.

Attention then went to **Richard's** yellow **MGB** that



was trailered in. Well, it has to be fuel or spark, right? How about both.



Starting with the ignition; the rotor, condenser, and coil were swapped. An occasional spark was seen, not enough to actually set the distributor. The fuel pump was checked, which is easy on a trailer if you think of a trailer as a mini-lift. The pump wasn't getting any power, even though it was running before. Somehow **Dave** got power to the pump and shortly afterwards it had a better spark and now the car was running. Great – it still needs a little sorting, but it's self-powered now.

While that's going on, we roll **Conrad Wells' '69 MGC-GT** back in the garage for the never-ending brake saga. The hydraulic box was mostly re-attached and once again the rear brakes were bled by the team of **Dave, Otis, and Frank N.** After a while, finally a lot of air bubbles came out and there was a firm pedal. Keep in mind the car has a complicated brake

LBC Tech (continued)

booster system and the engine wasn't running, but it is progress. Next, the clutch was bled, and that too gave a good pedal. Except the clutch was frozen to the flywheel. Yes, it's been sitting since October, but having the clutch plate seize to the flywheel was unexpected. We decided to use the starter motor to bump the flywheel free. Betting on success, **Parrish** moved the hood of the car since it was behind the car, outside of the garage, and found out how hot a piece of steel laying in the early summer sun can get.

Some of us had a chuckle, but not everyone... **Parrish** later made a reference to the final test of a **Shaolin monk** from the TV show **Kung Fu**. Back to the frozen clutch – since the installed battery was dead, the battery from **Dave's TR4A** and a jump pack were used to bump the engine and after a few times, the clutch was free. With a can of starting ether, we were able to get the engine running enough to register 50 psi of oil pressure, so we declared victory. By now the hood was moved to the garage to cool off, and we covered the engine bay with it and rolled the car to its long-term parking spot.



Wayne came by to discuss his gas tank issue. It turns out his tank is stainless steel and it has a known issue for developing leaks. He did his homework and wanted the tribe's opinion on using **JB Weld Tank Weld**. His approach made sense and we gave it a thumb's up. The banter turned to who gets sued if he blows up the garage and self-immolates. **Gene** immediately says 'I'm Dave Rosato', and we all channeled **Spartacus**, claiming to be **Dave Rosato**. Except

Dave, who was out of earshot.

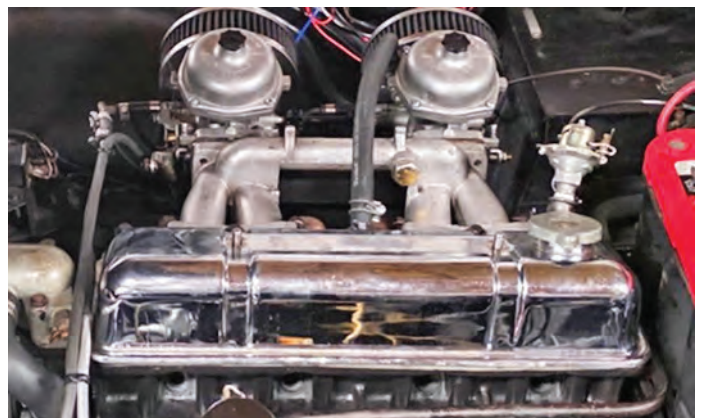
Closing out the wonderful afternoon, we rolled **Dave's TR4A** back in the garage waiting for gaskets to arrive. The shipment was reported as delayed until tomorrow, so that's a wrap for us. Except the gaskets arrived about 3pm, after we all left, and **Dave** was determined to bring the **Triumph** on the upcoming club drive.



Of course **Dave** had the head and manifolds on before dinner.



Buttoned it up by 9:40.



Fluids were added Saturday morning, and it's running! 🍀

Frank Wissman

LBC Tech | June 23rd

Rosato Garage Tech Session

by Frank Wissman

Photography by Frank Wissman

On Tuesday, June 23rd, **Dave Rosato** hosted a small tech session at his garage. This group included **Dave, Frank Neill, Gene Carter (1972 TR6), Ted Felles (TR6),** and myself.

The plan was to see what was odd about **Ted's** clutch and give the car a quick lookover. A few of us sat in the car and shifted when the engine was and wasn't running. With the engine off, it's completely normal. Start the car and the clutch pedal grinds a bit, you can feel something is not right. **Dave** gives the rear suspension a few pushes up and down and it seems to be underdamped.



Gene points out we should start with bleeding the clutch so we put it on the lift and **Dave, Gene,** and **Frank Neill** take care of bleeding the clutch. **Dave** uses his endoscope to look inside the bellhousing, and it's pretty convenient that an access hole was drilled that allows the camera to snake in. Nothing looks wrong, everything is in place, but that doesn't change that something is wrong with the clutch package. We

agree that it's best to buy the full package; clutch, pressure plate, throw-out bearing, pilot bushing; it's all going to be used some time. So that's another tech session down the road. Topping up the transmission and differential fluids was part of the plan so that was done. What wasn't expected is **Dave** seeing that the left rear shock absorber was barely hanging on by a few threads of the one remaining bolt.



OK, we take off the wheel, put a block of wood under the hub, jack up the hub carrier and take off the shock absorber. The shock is exercised and seems serviceable, but ya gotta wonder what else is going on. The mounting threads are chased, **Orange Loctite** is used on new bolts and lock washers, and the left side is buttoned up. The right side is checked out and the call is made to get either rebuilt or new shocks for both rears, with **The Roadster Factory** getting the nod as the vendor.

Since that pretty much worked out OK, we decided to bring **Conrad Wells' 69 MGC-GT** back in the garage. The 'agenda' is to install the front brake booster (and

LBC Tech (continued)

re-bleed the fronts), talk about the rear brakes some more and getting back to the engine. Installing the front booster was straight-forward, here we see **Dave** and **Gene** connecting the hydraulic line to the front brakes.



In the last session we got the car running on starting ether and it registered ~60psi oil pressure. **Dave** and I re-installed the freshly charged battery in the left battery well, the car was made for two 6-volt batteries. It was clear the electric fuel pump wasn't running, so **Dave** put a quick jumper in to power the pump. The clicking of the pump was reassuring, but it never shut off when the fuel line should have been fully pressurized. No matter, let's get the car running! Nothing sounded right; it stumbled, smelled rich, and wouldn't rev past 2,000 RPM with no load. So that's when **Dave** asked me to take it out for a spin, because we know the brakes were still a big unknown. Uh, OK. I never made it to the public road – I just couldn't get the engine to pull enough to go more than maybe 15 MPH so I headed back. The front brakes could definitely lock up on gravel, which is good, and on my way back in the driveway, **Gene** and **Frank N** confirmed that the back brakes just didn't engage, and that's what it felt like.

Back to the engine. The first thing we checked was the ignition. Every spark plug lead could trigger the timing light, and once we found the marks on the casting the timing was confirmed to be in the general area. An aside – the timing chain casting with the timing indicator marks was designed in such a post-Deco

style that the marks are tastefully invisible from above. Well, let's chalk that design up to form over function. Somebody with a clean car, good lighting, and a well-lit shop took this picture.



The plan now is that the carbs need attention. **Dave** verified the piston fluid was topped up and the piston's moved with a smooth motion and almost in sync with engine RPM. Not great but not the big problem we are chasing. We ran out of time and will tackle getting the carbs dialed in later. 🇬🇧

Frank Wissman

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.

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



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.



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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.
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JULY 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 <i>Independence Day 250</i> 
5	6	7	8	9	10	11 9:00am – 11am <i>Monthly Meeting at Poogan's Southern Kitchen at 101 Nexton Square Dr. in Summerville</i>
12	13	14	15	16	17	18 9am – 11am <i>Freshfields Cars and Coffee</i>
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)

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We look forward to seeing you at all of our meetings and events! (Please print clearly)

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As a member of the British Car Club of Charleston (BCCC), I agree to hold BCCC, its board of Directors, Officers, and organizers of events free from all liability for any accident or injury which may occur in connection with club events.

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