



The WINDSCREEN

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"BACK TO THE FUTURE" 2023 MORGAN SUPER 3

PAGE 13



Will MacPhee's 2023 Morgan Super 3 is a handcrafted, aviation-inspired, 118 horsepower three-wheeler

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PREZ SEZ

by Dave Rosato

I'm writing this at our cabin in western NC. Since getting here, we have received over six inches of rain. We're on a mountain so there were no issues. But, nearby **Chimney Rock**, that got devastated during **Helene**, had flooding. But back home, where we do need rain, there was only about a quarter inch of rain.

We are in the process of looking for a new restaurant where we can hold our **Monthly Meetings**. If we can't find one, we may skip the **June** meeting. I will be in touch. We are looking for your help in finding the new venue for the meeting. Since I've been in the club, we've held meetings at at least six different locations. During **COVID**, we had **Zoom** meetings. The club does have a subscription to **Zoom**, but attendance was maybe 20 people. Members like the meetings as it is a time to see others **British cars** in the parking lot and catch up with others in the restaurant. This isn't replicated in a **Zoom** meeting. For several years we had it at the **Mari-na Restaurant** on **Lockwood Drive**. We typically filled our part of the restaurant with **20 to 25 club members**. Today we have as many as **75 members** attending the meetings. This is fantastic but it makes it very challenging finding a place that can accommodate us. **Garage 75** was nice as they could handle **75 people**, and they opened early just for us. The downside was they weren't really a breakfast restaurant. The same company owned **Smoky Yolk** which was working out great until the restaurant closed. If you can think of a possible venue, please check it out before suggesting it. They need to handle **40 to 75 people**, offer a nice breakfast and an area where the president can speak to the group without bothering the rest of the restaurant. Let me know if you find a venue that can handle us. I contacted **Flying Biscuit** in **West Ashley**. They got back to me and seemed very excited to accommodate us. I will be meeting with them to see if we can make something work.

Next week we have **14 club cars** doing the **4-day drive** to **Asheville**. We have a few members new to the drive, which is always nice. **Mike** and **Kim Caristi** and **Gene** and **Dee Carter** have been doing a fantastic job organizing these trips. **Lynn** and **I** are looking forward to it. We're hoping to take our "new" **1967 TR4A IRS**. I need to resolve a few issues first.



Registration for our **41st Annual British Car Day** is now open. We have **sixteen cars registered** so far. We will be having the popular **Authentic British Tea** again on the **Friday** before **BCD**. There is a limit of **48 people**, so **register early**. We already have **sixteen seats taken**. The **Spotlight Group** this year is the **Triumph**. If you know of anyone that owns a unique **Triumph**, see if they will register for the event.

If you recall, last year we tried to show our cars at a **RiverDogs ballgame**. It didn't happen due to fire regulations because of the fireworks that evening. Because of this, we have a **RiverDogs** account with **\$409.50** in it. This is good for **30 Upper Reserve tickets**. They are having a car themed "Pedal to the Medal" night on **Saturday, June 13th**. They would like to have us out for a **pre-game British Car parade** on the warning track of the field. There are no fireworks that evening. We will see if we can make this happen. 🇬🇧

Safety Fast, Dave

WELCOME NEW BCCC MEMBERS

Rauss Chandler Collins

1995 Jaguar XJS

Ashton Davidson

2021 Mini Cooper S

Ted & Donna Felles

1974 Triumph TR6

*We Look Forward to Many
Happy Miles Together!*

VP'S CORNER

by Richard Fritz

The Rosato Mountain Incident

At last year's **British Car Day**, I was lucky enough to win a silent auction item that sounded almost too good to be true: an all-expenses-paid stay at **Dave and Lynn Rosato's** mountain cabin in **Union Mills, North Carolina**.

Now, any **British car** owner knows that "all expenses paid" is not a phrase commonly associated with our hobby. Usually it means, "*You'll only need one more part.*" So naturally, I was thrilled.

My wife **Linda** and I decided to turn the trip into a reunion adventure with our closest friends of more than 50 years. The plan was simple: mountain roads, the **Biltmore Estate**, good food, and peaceful relaxation in the **Blue Ridge Mountains**.

And for the most part, that's exactly what happened. Mostly.

The trip started normally enough. We crossed into **North Carolina** and followed **Linda's** trusty 10-year-old **GPS system**, which apparently had last been updated sometime during the **Bush administration**. It guided us faithfully until, without warning, the screen simply went black.

Dead.

Not "recalculating."

Not "signal lost."

Just surrender.

I switched to **Google Maps** on my phone, which did slightly better. It got us to the security gate at the bottom of the mountain before deciding that roads were apparently optional from that point on.

As we climbed higher, we passed countless downed trees left behind from **Hurricane Helene**. The destruction was sobering and gave us a real appreciation for what the mountain residents endured.

Then the pavement ended.

That's usually the moment when **British car owners** say, "*Maybe we should've brought the Land Rover.*"

Google Maps now showed us driving somewhere between an old logging trail and an even older archaeological site. Eventually we spotted a tiny road sign and an even tinier plaque that appeared to say we were in

the right place.

And suddenly, there it was.

The Rosato's cabin.

Simple. Rustic. Beautiful.



Inside, the entire back wall was glass, revealing a breathtaking mountain view that looked like something painted on a postcard. The deck overlooked endless ridges disappearing into the horizon. The silence was incredible. No traffic. No city noise. No ringing phones.

Just nature. And for a solitary moment, no one said a word.



The cabin itself was perfect. Vaulted ceilings, warm wood accents, cast iron stove, comfortable furniture, and the kind of atmosphere that immediately lowers your blood pressure by 20 points.

Once we settled in, it was time for the evening mission: *Find food.*

A search of nearby restaurants initially produced very little, but eventually we discovered **Rutherfordton**, a charming little mountain town that looked like it had politely declined to participate in modern stress.

That's where we found **The Copper Penny**.

Now this place deserves special recognition.

VP'S CORNER

(continued)

Outside sat an old multi-colored **Studebaker Champion** that looked like it had survived several wars and at least one moonshine operation. Naturally, I became instantly distracted. Finding the entrance to the restaurant, however, was another matter entirely.

The building appeared to have been designed by someone who really liked garage doors.

I accidentally entered through the bar, where shelves of expensive bourbon stretched to the ceiling. Sitting



there were two local gentlemen who looked so much like **Bo** and **Luke Duke**, so I instinctively checked the parking lot for 'The General Lee.' I asked if they knew who owned the **Studebaker**. They didn't. But they did inform me there was an **MG** parked under the **Copper Penny** sign outside.

Now we were getting somewhere.

Meanwhile, **Linda** and **our friends** had already been seated in the dining room while I continued my unofficial automotive investigation.

Unfortunately, during my attempt to rejoin the group, I made a wrong turn and accidentally wandered into a **marijuana shop** inside the restaurant.

I will say this: mountain towns are more diversified than I realized.

Eventually I found the table and discovered a menu that ranged from **Prairie Oysters** to **Crème Brûlée**. We ordered a variety of dishes so everyone could sample a little of everything. Every meal was outstanding.

The **Copper Penny** officially earned the highly prestigious and rarely awarded: *WizzzBANG Seal of Approval*.

The drive back to the cabin after dark was an entirely different experience.

Linda's GPS had somehow revived itself, possibly after adjusting to the altitude. The directions were easy enough, but the mountain road at night required complete concentration. One side was rock wall. The other side was "See you tomorrow."

When we finally returned safely, I grabbed a cigar and poured some adult beverages and settled onto the deck to enjoy the stars and the silence.

Attached to the deck railing were several solar accent lights that flickered on randomly. We started placing bets on which one would light next when we noticed unusual green lights moving across the sky.



VP'S CORNER

(continued)



That's when things got wonky. They weren't airplanes. They weren't stars. Maybe satellites?

These lights would appear, disappear, then reappear somewhere completely different.

Nobody said much. We just watched. Then all the lights vanished at once.

A few minutes later, the peaceful silence was interrupted by rustling in the woods below the deck.

Out from the darkness stepped a man. Or at least someone who looked enough like a man for us not to panic immediately.



He approached cautiously and asked if he could rest for a while.

Now, I should point out that inviting mysterious nighttime strangers onto your mountain deck is generally considered poor decision-making. But he seemed harmless enough.

So I offered him a chair, a drink, and a cigar.



He accepted all three and took my hat, too.

He looked like a man who'd had a very long day.

After a short visit, he thanked us politely and disappeared back into the woods.

No explanation. No dramatic speech. Just gone.

A little while later, another light appeared in the sky over the mountains. It moved slowly, stopped completely, hovered for a few moments, and then shot straight upward and vanished. Straight up. Gone.



The four of us sat there quietly for a long time afterward, staring at the sky and wondering exactly what kind of vacation get-away **Dave** and **Lynn** had donated to the **British Car Club's auction**.

Eventually the mountains returned to complete silence, as though none of it had ever happened.

To this day, we still don't know what we saw that night.

But I can tell you this: The **Rosato Cabin** delivers an unforgettable experience for the senses.

And if you go...bring a good **GPS**, an open mind, and maybe don't ask too many questions after dark. 🇬🇧

Rich



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MAY BCCC MEETING NOTES

by Frank Wissman

Another nice turnout for our monthly BCCC meeting at **Garage 75**!



New Members

Alex Zinney has a **1980 MGB** with overheating problems – I see another tech session in our future.

Ted and Donna Felles are looking for a **TR6** with OD – leads are appreciated!



The Automotive Aptitude Assessment quizzes were scored, and the winner was **John Bigler**!

MAY BCCC MEETING (continued)



Dave Rosato recently bought a **67 Triumph TR4A IRS**. A new **Handmade by Heary burl walnut dashboard** has been ordered, as the old mahogany dash had plaques on the glove box door that ruined the finish. I grabbed this example from his website, very nice!

Tech Session at Andy Beall's

Howard Cohen's 1985 TVR 390SE had a headlight issue, one of the flip-up lights doesn't work. **Dave** and **Will Rae** determined it was a relay by swapping relays from the grouping under the dash.

Thad Peterson's 1980 Spitfire needs a new muffler and clamp – topped up the differential oil and recommended new tie rod ends.

Richard Rothman's 75 MGB was trailered in, he had removed the fuel regulator. Next session will be with **ColorTune**.

Ben McDonald and **Kim Appis' 1966 Sunbeam Alpine** had timing issues, and then some – the linkage between the carbs wasn't tight, so the carbs were synced and the linkage properly tightened. After that, the ignition timing was set and then it was noticed the alternator wasn't working. The power lead to the external regulator board was not plugged in, so all of a sudden...

Tom Meservey has a tan *Prestige* top from his **MGB** that he's willing to sell it a 'club discount'.

Annual Picnic

Our Annual BCCC Picnic might once again be held at the **Hallie Hill Animal Sanctuary**. It was held there last year and I thought the grounds were great. Also, the new cattery just opened with 7 areas with doors – sounds wonderful!

British Car Day

- **Triumph** is the **Spotlight Group**
- **Registration is now open**, 10 cars have already registered and 11 have signed up for the **British Tea**
- We need **volunteers** to help at the big tent – silent auction and club regalia

T-shirts, mugs, and detailing products were raffled or given to the first caller, winding up the meeting.

The parking lot always looks great. 🇬🇧

Frank



JUNE CLUB MEMBER BIRTHDAYS

Justin Dillon	2	Millard Smith	14	Robert Morey	24
Drew Heinold	3	Cindy Yule	15	Annie Steele	26
Becca Sirinakis	4	Jack Lambert	17	Benjamin Chance	27
Michelle Hartley	4	Patterson Smith	18	Mike Speer	28
Robert Wessel	5	Susan Lyons	19	Alan Walker	28
Eric Larson	6	Rhonda Reeser	20	Jim Kneen	29
Vic Barreira	6	Craig Ferrer	21	Nicole Giroux	29
Yvonne Holbrook	6	Brenda Lykins	21	Janie Pellegrini	29
Debbie Ferrer	6	David Ploth	22	Barbara DeNett	30
Brent Varitz	7	Derek Trimble	22	Debbie Smith	30
Amy Trowman	10	Wayne Burdick	24		

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SEA ISLANDS CARS & COFFEE / SATURDAY MAY 16, 2026

By Natalie Bluestein



SEA ISLANDS CARS & COFFEE / SATURDAY MAY 16, 2026 (continued)



SEA ISLANDS CARS & COFFEE / SATURDAY MAY 16, 2026 (continued)



COVER CAR STORY

2023 Morgan Super 3

by Will MacPhee

“Back to the Future”

The 2023 Morgan Super 3 is a handcrafted, aviation-inspired three-wheeler, featuring a Ford 1.5-liter inline-3 engine producing 118 hp and 110 lb-ft of torque.

Around the mid-2000s, Pete Larsen of Liberty Motors in Seattle, Washington – best known for manufacturing sidecars for Harley-Davidson motorcycles – decided he wanted to build a modern three-wheeler. His attempts to acquire a suitable kit from England proved unsuccessful, so Larsen embarked on designing and engineering one himself. The result was the Liberty Ace, a remarkably well-executed machine powered by a Harley-Davidson engine, paired with a Borg-Warner T-10 transmission and a Honda Goldwing final drive to the

rear wheel. Built with a steel frame and fiberglass body, the Ace overcame numerous technical hurdles and ultimately became a reliable and entertaining vehicle.

Word of the Liberty Ace eventually reached England and caught the attention of a motorsport journalist named Andrew. Curious about the unusual American-built three-wheeler, he flew to Seattle, met Larsen, and drove the Ace extensively. He later published an article in England that eventually found its way to the Morgan Motor Company. Intrigued, two Morgan



COVER CAR STORY**2023 Morgan
Super 3**

Designed extensively using modern computer modeling, the Super 3 is perhaps the most advanced Morgan ever built.

representatives traveled to Seattle and returned to England with an Ace for evaluation.

When the car arrived at the Morgan factory in Malvern, it reportedly took considerable persuasion to convince Charles Morgan – then CEO of Morgan – to even drive the unconventional machine. Eventually, Charles and the Ace disappeared into the winding roads of the Malvern Hills for several hours. When he finally returned, the grin on his face stretched from ear to ear, followed by a comment along the lines of, *“Let’s build this!”*

Morgan acquired the rights to the design, Larsen ceased Ace production after building roughly a dozen examples, and he later became a Morgan dealer. From this collaboration, the first modern Morgan three-wheeler was born.

Of course, Morgan’s three-wheeled history stretched back much further. Around 1909, Charles Morgan’s grandfather built the company’s very first three-wheeler, a design that remained in production until 1952, when Morgan shifted entirely to four-wheeled cars. In many ways, the modern Morgan



COVER CAR STORY**2023 Morgan
Super 3**

Driving impressions vary, but nearly everyone agrees the experience is wonderfully visceral. Wind buffeting is substantial, making helmets or at least goggles highly recommended for comfort.

three-wheeler represented a true “back to the future” moment for the company.

Morgans original three-wheelers featured steel tube chassis construction, aluminum bodywork supported by an ash wood sub-frame, and exposed motorcycle engines mounted prominently out front. The reborn three-wheeler introduced in 2012 followed much the same philosophy after Morgan engineers redesigned the Ace concept in-house.

The original 1909 Morgan three-wheelers were intended primarily as economical transportation. How-

ever, because they were extremely lightweight, they also proved surprisingly fast. In fact, racing enthusiasts began competing with them almost immediately – reportedly as soon as the second one was built! They competed successfully against conventional sports cars and became so dominant at one point that organizers required them to start a lap behind four-wheeled competitors.

Although most early Morgans were roadsters, some versions featured four seats, while others were adapted into compact delivery vans. The final evolution of the



COVER CAR STORY**2023 Morgan
Super 3**

The controls are smooth and satisfying, while the instrumentation remains refreshingly simple and purposeful.

pre-war and post-war three-wheelers, known as the F Series, used Ford four-cylinder engines hidden beneath a hood and looked much like a conventional Morgan sports car with one wheel missing.

Their popularity stemmed from three main factors: they were inexpensive, they were tremendous fun to drive, and they were taxed at a significantly lower rate than four-wheeled automobiles. That last advantage may have faded with time, but the fun factor certainly has not. The modern Morgan three-wheelers retained much of

the spirit and construction philosophy of the originals. Power came from a Wisconsin-built S&S 2-liter V-twin motorcycle engine mounted proudly at the front, coupled to a Mazda Miata five-speed gearbox. Production totaled roughly 2,500 examples before the model was discontinued in 2021.

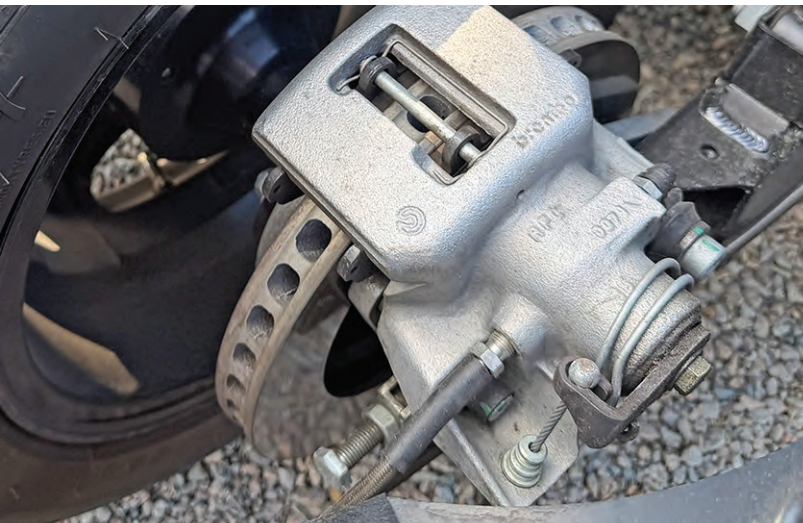
Meanwhile, Morgan engineers were already developing its successor: the futuristic Super 3. Designed extensively using modern computer modeling, the Super 3 is perhaps the most advanced Morgan ever built. If the previous three-wheeler



COVER CAR STORY

2023 Morgan
Super 3

“The Super 3 weighs only around 1,400 pounds and is capable of approximately 130 mph – although few owners are likely brave enough to verify that figure. Zero-to-sixty times are roughly seven seconds . . .”



COVER CAR STORY**2023 Morgan
Super 3**

Around 1909, Morgan built the company's very first three-wheeler. In many ways, the modern Morgan three-wheeler represented a true "back to the future" moment for the company.

resembled a Sopwith Camel, the Super 3 feels more like a Spitfire fighter aircraft.

Its aluminum body panels are "superformed," a process in which sheet aluminum is heated to nearly 900 degrees Fahrenheit and then shaped using air pressure against specialized molds. These panels are then bonded together to create a lightweight monocoque structure. Similar superforming techniques

have been used in aerospace applications, Morgan four-wheel models, and specialty vehicles such as the Panoz AIV Roadster. For the first time in Morgan history, the Super 3 contains no structural wood.

Suspension is equally modern, featuring pull-rod racing-style front suspension and a motorcycle-inspired swingarm rear suspension, both utilizing coil-over shocks.

Power comes from a natural-



COVER CAR STORY**2023 Morgan
Super 3**

Think of the Super 3 as a modern MG TC, where helmets, goggles, and silk scarves are not only appropriate, but positively encouraged.

ly aspirated 1.5-liter Ford Dragon three-cylinder engine producing approximately 120 horsepower.

Built in India, the compact engine is paired with yet another Mazda Miata five-speed gearbox. Final drive reaches the rear wheel through a bevel box and Gilmer belt drive system. The front wheels are bespoke 20 x 3.5-inch aluminum units fitted with specially developed Avon 130/90R20 tires, while the rear uses a more conventional 15-inch automotive wheel with a 195/65R15 tire.

The Super 3 weighs only around

1,400 pounds and is capable of approximately 130 mph – although few owners are likely brave enough to verify that figure. Zero-to-sixty times are roughly seven seconds, which feels considerably faster in such an exposed vehicle.

Driving impressions vary, but nearly everyone agrees the experience is wonderfully visceral. Wind buffeting is substantial, making helmets or at least goggles highly recommended for comfort. The controls are smooth and satisfying, while the instrumentation remains refreshingly simple and purposeful.



COVER CAR STORY**2023 Morgan
Super 3****SPECIFICATIONS****Performance & Engine**

Engine: Ford 1.5-litre naturally aspirated inline-3 ("Dragon")

Horsepower: 118 bhp (87 kW) @ 6,500 rpm

Torque: 110 lb-ft @ 4,500 rpm

Transmission: 5-speed manual (Mazda-sourced)

Drivetrain: Rear-wheel drive (single rear wheel)

0-62 mph (100 kph): 7.0 seconds

Top Speed: 130 mph (209 kph)

Weight & Dimensions

Dry Weight: 635 kg (~1,400 lbs)

Length: 3,581 mm (141 inches)

Width: 1,850 mm (72.8 inches)

Height: 1,132 mm (44.5 inches)

Features & Design

Chassis: Bonded aluminum monocoque (First Morgan to use a monocoque rather than a traditional wooden chassis).

Cockpit: Water-resistant materials with GPS, USB outlets, and an exposed mechanical aesthetic.

Options: Customizable body colors, interior configurations, sideblades, and real wood or aluminum dashboards.

Aluminum body panels are "super-formed," a process in which sheet aluminum is heated to nearly 900° Fahrenheit and then shaped using air pressure against specialized molds. These panels are then bonded together to create a lightweight monocoque structure.

Heated seats and heated footwells are available, and thoughtful luggage racks mounted on both sides and the rear accommodate the longer touring trips that are common among European owners.

I have been a sports car enthusiast since 1954, when I bought my first issue of Road & Track magazine. Over the years I have owned MGs, Austin-Healeys, Lotus cars, Porsches, Minis, and many others. During that time I have watched many of my favorite sports cars grow larger, heavier, more complex, and vastly more expensive. Modern performance cars are astonishingly capable, but in truth most drivers lack the skill – or opportunity – to exploit their full potential.

So why buy a new car with no doors, no roof, no air conditioning, and not even a windshield?

Enter the Morgan Super 3.

This is an unapologetically analog vehicle that demands driver involvement – not only while driving, but ideally in routine maintenance as well, since dealers remain few and scattered throughout the United States. The closest to Charleston are currently in either Atlanta or Daytona Beach.

I suspect many members of our club appreciate precisely this kind of vintage-style motoring experience, and the Super 3 delivers it in abundance – hopefully with modern reliability added to the mix. Think of it as a modern MG TC, where helmets, goggles, and silk scarves are not only appropriate, but positively encouraged. 🇬🇧

Will MacPhee



LBC Tech | May 14th

Rosato Garage Tech Session



On **May 14th** we had a **Tech Session** at the **Rosato Garage**. We had **six cars** to work on. Early in the morning I received a call from **Rich Rothman**. His **MGB** died on **Route 26** on the way to the **Tech Session**. **Frank Neill** and I hitched the trailer to the **Beemer** and took off to get him. When we got there, **Rich** thought it was a bad connection at the fuel pump. I crawled under the car and tried to fix the connection. I was able to fix it enough to get the car off the highway, where it died at an intersection. We pushed the car to the side of the road

and put it on the trailer. The bad connection was at a bullet type of plug. I don't buy anything through **Facebook**, but it is a place to see new things. One showed up recently, which appeared to solve this type of connection. This new electrical connection connects two wires with a solder joint as well as provides a weather seal. I'll talk more about that later.

We fixed the connection at the fuel pump, and then attempted to check the carburetor fuel mixture. Sometimes the engine would run and other times it wouldn't. We connected a timing light to see if it was a spark issue. When the engine ran, the light showed a spark. When it wouldn't run, the light showed no spark. We suspected that it was the electronic ignition failing. We didn't have replacement points for the distributor, so the car was left and **Rich** got a ride home. Later I remembered that someone had donated an **MGB** distributor to the club. I adjusted the point gap in it and replaced **Rich's** existing distributor. The engine started right up. I checked the ignition timing, it was a little off for the points distributor. Using **Colortune**, the fuel mixture in the **Mikuni carbs** was good.

We replaced the rear brake cylinders in **Conrad Wells' MGC GT**. The pistons in both cylinders were frozen, as suspected. The master cylinder was put back in. We bled the system with the new reverse bleeder, which appeared to work great. But when we tested the brakes, we again had front brakes and



LBC Tech (continued)



they could be expanded. A day or two later **Kerim** said after about 60 miles of driving, the new shims worked.



no rear brakes. We plan to further investigate it at the next **Tech Session**.

Kerim Ouerhani's XJ40 had excessive play in his steering. Two shims in the rack and pinion steering had disintegrated. When he turned, the entire rack moved left and right. New shims couldn't be found but **Kerim** found the shim dimensions. So, I made several shims with my **3D printer**. **Kerim** was able to get the two shims in place by first heating them so

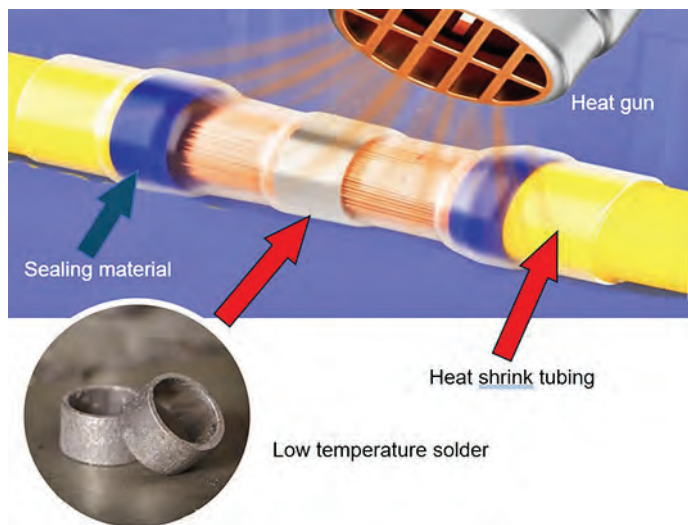
Finally, **Gary Brown** has been plagued with door misalignment and hinge issues on his '57 MGA for some time. He was finally able to remedy the issue with help from **Ray Melo** and friends. 🇺🇸

Dave Rosato

Creating a Good and Weather Proof Electrical Connection

by Dave Rosato

I'd estimate that 90% of electrical failures in our LBC's is due to deteriorated electrical connections. When splicing two wires, the best electrical connection is one that is soldered and then covered with heat shrink tubing to protect it from the environment. This is a long process, especially when you're under a car. The other day a new method, at least new to me, came up on Facebook. I watched a video and decided to look into it, outside of Facebook. Fundamentally, the connectors looked pretty good. They come in different sizes for different size wire. Each connector includes a ring of low temperature solder, temperature sensitive sealing material at both ends all inside heat shrink tubing.



It is a four step process, as shown at right.

I bought a box of 400 connectors for \$32, and a two-temperature heat gun for \$17.

My first attempt went well. I stripped about a quarter inch of insulation from the ends of a 14 gauge wire. I put the ends in the connector so the bare wire overlapped



where the solder is. I didn't bother to try to twist the wires together. I put the connector in front of the heater and turned it on the high setting, 842°F. When the solder visually melted, I moved it back and forth to melt the sealing material and tube. It only took a few seconds to cool. I tried pulling the wires out of the connector and couldn't. I would consider this a success and would recommend using it. 🍀

Dave



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.



FOR SALE

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

1963 Austin Healey 3000 BJ7 - with rare factory hard top. Restored by an AACA Judge. Excellent condition. One of only 3,532 exported to the USA. Maintained in excellent condition for tours, shows and other events. Owned for 32 years, garaged, engine and undercarriage in show condition. Dunlap stainless steel 15"x5.5" 72 spoke wheels. Set of tools and original jack, Tonneau cover, miscellaneous books included.
Asking **\$68,500.00**. Contact Billy Pickens at (864) 617-0815.



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JUNE 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 9am – 3pm <i>Tech Session at Dave Rosato's Garage</i>	6
7	8	9	10	11	12	13 <i>No BCCC Monthly Meeting for June</i>
June 8 - 11 <i>BCCC 2026 Blue Ridge Mountains Tour</i> <i>Asheville, North Carolina</i>						
14 <i>Flag Day</i>	15	16	17	18	19	20 9am – 11am <i>Freshfields Cars and Coffee</i>
21 <i>Father's Day</i>	22	23	24	25	26	27
28	29	30	1	2	3	4 <i>Independence Day 250</i>

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: _____