



The WINDSCREEN

MARCH 2026

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2025 BRITISH CAR DAY CLASS AWARD WINNER 1959 MGA

PAGE 11



Jeff Adam's Newly Restored
1959 MGA Roadster at Home
on Kiawah Island

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PREZ SEZ

by Dave Rosato

Recently, **Frank Neill** and **Peter Steele** struck a deal for **Peter's trailer**. **Frank** will continue to let club members use the trailer free of charge. The club will buy the trailer new tires, as they are original. The trailer will continue to be housed at my garage. So, if you need it, contact myself or **Frank**.



The **Charleston St. Patrick's Day Parade** is **Tuesday, March 17th**. Unfortunately, they have limited us to only six cars and the spaces are taken.

Carolina British Classics XVIII Car Show is coming up, **Saturday, March 28th**. I plan on going. If you would like to meet up and caravan, get in touch. More information is on our website. I plan to take back roads.

After replacing **Conrad Wells' MGCGT** clutch, we determined that he had no rear brakes. We couldn't find a new Master cylinder for sale so a rebuild kit and new rear brake cylinders were ordered. It turns out that the **MGC** Master brake cylinders are used in the **MGC** as well as **Aston Martins**. We pulled the Master

cylinder. After removing it, there was a threaded plug holding a check valve that had to be removed to rebuild the unit. I tried using my impact wrench with heat and just took the head off a bolt. **Frank Wissman** took it home with him. With a few days of penetrating fluid and a hardened tool, he was able to get it off. In an upcoming **Tech Session**, we plan to complete working on the car.

I know a **1956 Thunderbird** isn't **British**, but we've been getting the car running to sell it for a very nice lady who got it for her 16th birthday. Someone had replaced the Holley carburetor with a different Holley. But it was running terrible and doing weird things, like revving to 2000 rpm when on a downward slope. Driving it from **West Ashley** to my place was a struggle trying to keep it running every time I had to stop. Fortunately, the original carburetor and air filter were in the trunk, so we shipped it off to be rebuilt. The plan is to put the car on **Bring a Trailer**. If you know anyone interested in the car, they can see more pictures at this [link](#). 🇬🇧

**Safety Fast,
Dave**

WELCOME NEW BCCC MEMBERS

Mick & Wendy Farley
1977 MGB

*We Look Forward to Many
Happy Miles Together!*

MARCH CLUB MEMBER BIRTHDAYS

Frank Newham	7	Donald Ricker	14	Judson Todd	27
Tom Sellman	9	Ray Melo	16	Conrad Wells	27
Diane Lambert	12	Greg Zerkel	17	Brian Csora	29
Kerim Ouerhani	12	Michael Grimm	18	Bruce Stemerman	29
Jackie Lane	13	Philip Henry	24	Peter Humphrey	31



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VP'S CORNER

by Richard Fritz

Two Guys, a Tiger, and Lessons Learned...

This story is about two college guys who came to believe that New York City itself was far more educational than any text book or lecture hall sermon could ever provide. Joe and I came to this conclusion when the glitz, glamour and reputation of the 'City' seduced us.

It was the mid-1960s, and New York City had a gravitational pull we couldn't overlook. All we saw was the promise of endless opportunities. At the center of it all sat a red 1965 Sunbeam Tiger. Low, fast, and dangerous in all the ways that mattered to two college guys who thought they were smarter than any consequences.

I was in the pre-Pharmacy program at St. John's in



Brooklyn, commuting from New Jersey by bus and subway. Ninety minutes each way if everything went right. Joe did the same. We met on the subway platform at Port Authority and rode together, day after day, until routine turned into friendship.

One day, Joe made a suggestion that changed everything.

"Why don't we drive instead?"

The Tiger belonged to his brother, Father Richie, a Catholic priest. He'd cover the insurance if we paid expenses. Joe didn't like city driving, so I'd handle that. One small detail sealed the deal: I could keep the car at my house. Logistics solved. Temptation unlocked.

From that moment on, the Tiger stopped feeling borrowed and started feeling like our ticket to freedom.



We tested that freedom one morning on Route 3, pushing the car to 115 miles an hour across the Meadowlands. Bridge lights blurred. Lane markings vanished into white streaks. It was stupid. We knew it. But we also learned something dangerous: the car could do anything we asked of it. That belief would come back to haunt us.

We found a cheap parking lot near campus. Told the owner we were students. He gave us the "professor's rate." We didn't know what that meant, but we felt important anyway. Like the City was quietly nodding its approval.

That was the problem. Every small win told us we were getting away with it.

With the Tiger just around the corner, the library lost its appeal. Classes became optional. We drifted through iconic places like Little Italy, Chinatown, the

VP'S CORNER

(continued)

Village, and Coney Island. We drove nowhere just to see what was there. Or what wasn't. Skipping class stopped feeling like a decision. It felt normal. Each missed class made the next easier to justify.



We were living our own version of Pinocchio's Pleasure Island, acting like jackasses, laughing at the rules, and blind to the debts piling up behind us.

We still showed up in class just often enough to stay enrolled. One of those class days turned into an unforgettable night.

Tuesday, November 9, 1965...

Organic Chemistry lab. Fifty percent of my grade. I was minutes from identifying my unknown compound when the lights flickered and went out. The room went dark. Someone swung a Bunsen burner toward my bench so I could read the thermometer. I scribbled a number just as someone shouted to look outside.

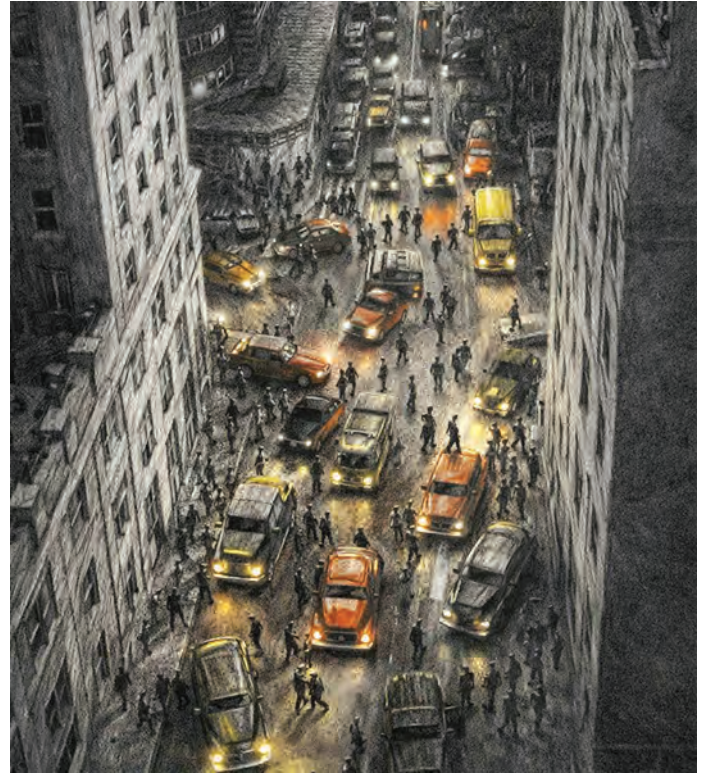
Traffic signals were dead. Headlights jammed the streets. Sirens echoed. Inside, emergency lights kicked on. Elevators stopped. People banged on doors. After eleven flights of stairs, we reached the lobby and learned the truth.

The entire Northeast had blacked out.

No subways. No buses. No timetable.

The smart move was obvious. Stay put. Wait it out. Instead, Joe and I thought Tiger.

If we could reach Manhattan, maybe we could get home. The tunnel was closed. Ventilation systems



were down. That left the Brooklyn Bridge.

It felt like just another challenge. We were good at those.

Three girls from our lab asked for a ride: Carmen, Lucy, and Maria. Midtown, the Upper West Side, the Bronx. We nodded without hesitation.

Five people squeezed into the two-seater. Top dropped, windows down, and legs curiously tangled.



Carmen sat on Joe's lap. Lucy and Maria shoehorned themselves onto the rear parcel shelf, and I eased the Tiger into the fray, hoping confidence would count as a plan.

VP'S CORNER

(continued)

Brooklyn crawled. Cops waved us through intersections, staring at the car like we've lost our minds. What was fifteen minutes to the Bridge took an hour.

Traffic on the bridge thinned out, and for a moment, I believed we'd beat the City at its own game. Manhattan was eerily calm. No taxis. No buses. Crowds walked in silence while subway riders were pulled from stalled trains below us, and every intersection required negotiation. No lights. No rules. Just trust.

We reached Carmen's building around nine. Five flights up in the dark. Her mother greeted us with a flashlight, food and welcomed relief. We slept wherever we could.

Morning brought sunlight, answers, and smiles. A mis-set transformer relay in Ontario was addressed. Power by noon.

Everyone made their way home safely. Just like that, the adventure ended. However, it was another notch in the steering wheel.

The reckoning came later.

Father Richie met us in the driveway. The Diocese wasn't happy with a priest driving a flashy red sports car. It was gone by month's end. The crown came off fast.



Without the car, reality caught up. Finals loomed over my head. I scrambled. Friends helped me, Professors did too, and I passed everything with straight D's. I told myself passing was enough. It wasn't.

The next semester was worse. Tedious bus rides.

Long days. Falling behind. Warnings from the Dean. Miscellaneous distractions instead of studying. Weekends in Manhattan instead of textbooks. I was busy enjoying myself while quietly dismantling my future.

When the grades arrived, I barely passed again. No 'Fs.' Still not enough. My GPA was below the cutoff. Joe made it. I didn't.

The hardest lesson came after. I learned that failing courses would've helped me more than barely passing. That pride in "never failing" had locked my mistakes in place. I got booted. I was warned.

That was the moment it hit me.

Foolish choices don't always punish you right away. Sometimes they let you pass, smile knowingly, and keep going. Then they collect with interest.

I wound up in community college. Repeated courses. Earned A's. Proved I could do the work if I respected it. Two years later, I was back at St. John's. I graduated in 1971.

Joe and I both became pharmacists, and we both built good lives.

But only one of us learned the hard way that freedom without discipline isn't freedom at all. It's just a faster road to regret.



The Tiger gave us stories. The mistakes gave me direction. And the memory of how close I came to throwing it all away still echoes more than the thrill of any open road.

A true story, fictionalized a bit, but completely factual. 🇬🇧

Rich

FEBRUARY BCCC MEETING

by Millie Bull Horton

On **Valentine's Day, February 14, 2026**, many red-clad members attended the monthly breakfast meeting at **Garage 75**. **President Dave Rosato** announced that the Club now has **203 members**, including the most recent: **Paul Carpenter** from **HHI** with his **2023 Lotus Emira**. The Club is in good shape with that number of members (let's see more of you at the meetings!) and with **\$12,710.00** in the bank. **Dave** "rewarded" those in attendance with chocolates and raffle tickets for a few giveaways, such as **chairs, mugs, and posters**.

Upcoming Events include:

- **March 1st – Mt. Pleasant Regional Airport Fly-in** Limited to 15 cars with a \$15 breakfast available. Contact **Mike** or **Gene** about space availability at events@britishcarclubcharleston.com.
- **March 17th – St. Patrick's Day Parade** Contact **Mike** or **Gene** for more information at events@britishcarclubcharleston.com.

• **March 28th – Carolina British Classics XVIII Car Show** in **Cayce** with the **Tartan Games**.

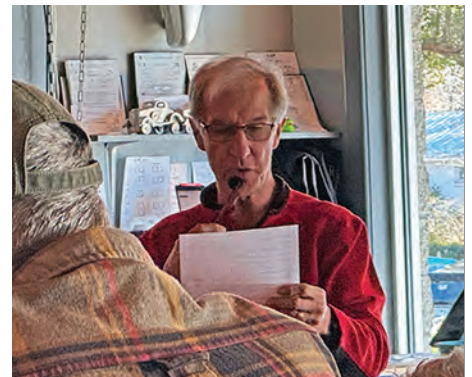
• **June 8th - 11th – Club Spring Drive to Asheville** 20 cars participating; there is a wait list. Another drive is being scheduled for the Fall.

Recent **Tech Sessions** involved **Conrad Wells' MGCGT** (brakes) and **Pam Brown's Spitfire** (electrical and mechanical fuel pumps), as well as **Nick Sherrill's MGB** (new distributor).

For Sale:

- **1956 Thunderbird** – 87K miles, 292 cid engine, 3-speed on the floor. Original owner. (contact **Dave Rosato**)
- **A Strip-built Kayak Kit:** The hull is completed. (**Dave Rosato** is looking for a buyer). 🇺🇸

Respectfully submitted,
Millie Bull Horton



SEA ISLANDS CARS & COFFEE

Saturday, February 21st at Freshfields Village Kiawah



Don Wathne's 1936 MGSA



Don Wathne's 1936 MGSA Interior



Ed Harley's Mercedes Benz



Natalie and Scott Bluestein's 1961 Alvis



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Sunday, February 22, 2026



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

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REFLECTIONS ON THE BRITISH CAR HOBBY OVER THE YEARS

by Lowell Wakker

I saw an amusing article on MSN.com today with the following headline, "Car meet concerns prompt police dispersal order." Apparently the police in Surrey, England were concerned about anticipated bad behavior, described as "anti-social driving and to minimize disruption to road users." I guess I didn't know that we British car enthusiasts had such a bad rep!

<https://www.msn.com/en-us/news/world/car-meet-concerns-prompt-police-dispersal-order/>

I am reminded of a British iron enthusiast friend named Harley Triller, who long ago told me a story about going to a party in England in the early 50's. He was a WWII vet and had a million stories. He remembered watching an elegantly clad couple enter the party scene with pronounced black lines on their faces which obviously had surrounded goggles. It was a rainy night in England, as usual. However, he wouldn't put the top up on his Morgan because it destroyed the body lines. Therefore, they had driven in formal wear, top down in racing goggles to the party. Now THAT's commitment.

As a resident of southern New York State, a place called the Southern Tier, in the early 70's, I was not too far from Watkins Glenn. So, each fall, I'd go to the Glen during race week, camp out and watch Formula 1 racing for a few days. It was the time of Jackie Stewart, Graham Hill, and well, you know the renowned names of that era. I stood with my cheek pressed into the storm fence surrounding the pits where a huge Shell fuel truck would dispense quantities of racing fuel to the crews. They would then load the cars through enormous funnels with a chamois cover over the top, straining out any contaminants before they entered the tank.

Then someone would start the car to deliver it to the place of honor for the world-famous driver. Remarkable sound coming from those tiny engines briefly revved to 10,000 rpm.

I was often amused by a unique annual sight that you'd think the drivers of spectacular Ferraris, Facel Vega's, E-types, all manner of exotic cars, would remember the speed traps set on the wide open lanes approaching Watkins Glen. I pass a mailbox with a conspicuous wire leading off into the brush. The mailbox had a hole



in the side. A half a mile up the road there was a pull-off... strange, there's no scenic value to this little parking lot. But it was like driving past the best car show of the year with all the drivers sitting sullen in their magnificent rides while the speeding tickets were doled out.

Much has been written about the mystique of our favorite vehicles. My life was changed the day in 1970 when I towed home my first collector car. I created a specific tow bar so I could bring home a '52 Jaguar XK-120 FHC. The car had been painted turquoise using a roller and it needed a bunch of work. But it started a fire in my heart that will never be quenched. I don't know how the designers and builders of our cars figured out those lines. The engines that can give us the grandest pleasure can also cause us such heartbreak. British engineering has always fascinated me. Why did they use 12 bolts where 4 would have been sufficient? And having owned both British bikes and cars, I always knew if there was oil in the engine as some of it was always on my driveway.

This calling up of war stories, re-loving the memories and the friends surrounding our shared hobby... I've a lot to be thankful for. 🇬🇧 **Lowell**

COVER CAR STORY**1959 MGA
Roadster**

by Jeff Adams

**HDK43/64366 Finds
a Forever Owner**

The MGA's sleek shape was inspired by a streamlined MG Le Mans prototype known as the EX 175 — a dramatic break from the upright MG TF it replaced.

The College Years

In 1973, I was a sophomore in college, working to make ends meet as an employee at "6th Street Shell," a gas station/garage in Corona, California. Nestled behind the garage was the MGA of my story.

Whatever happened to this car between 1959 and 1973 is a mystery. When I first saw her, she had no tires, no top, weathered and torn upholstery, dents from front to rear, no grill, blown engine, evidence of several paint jobs (rattle

can?), and yes, the owner's dog had just delivered puppies in the remnants of the interior! \$25.00 later, I was the proud owner of this car. Not being new to MGs, having had a 1964 MGB in high school, and with access to wholesale parts and tools while working in the garage, I began to put her back on the road. After rebuilding most of the mechanical parts, and with a new top, side curtains, and interior (courtesy of J.C. Whitney), I had a reasonably reliable vehicle to drive to college and work for the next several years. I did nothing to the



COVER CAR STORY**1959 MGA
Roadster**

Over 80% of all MGAs were exported, with the vast majority heading to the United States. Despite its modest 72 horsepower, the light-weight MGA could approach 95 mph, making it a genuine sports car in the late 1950s.

body of the car at this time; actually, the body remained untouched until 2025, but more on that later.

I drove the A hard through my college years. One memorable event was a drive to Ensenada, Mexico. I needed gas, and when I pulled into a station, a group of young boys unleashed themselves on cleaning the windscreen. They then continued to clean the entire car, all the time looking at me and quizzically asking, "Jaguar"? I kept repeating, "MG," but it didn't seem to register. I gave them a couple of dollars, and all happily clung to the

MG as I drove off.

Toward the end of my undergraduate years, I met Susan, the love of my life. She had a friend with a blue MGB/GT, so when I told her I had an MG, she was excited and wanted a ride. The look on her face when she saw my dilapidated, dented green MGA was priceless. But being a good sport, she got in for a spirited drive around the college parking lot which ended with her screaming "Let me out!" She had no idea there was a pull cord inside the door to open it. While perhaps not the best first impres-



COVER CAR STORY**1959 MGA
Roadster**

Introduced as a dramatic departure from MG's upright T-Series cars, the MGA brought streamlined aerodynamics and a low, modern stance to the late 1950s sports car market.

sion, we were married a year later in March, 1976.

The Interim Years

Over the next few years, between Susan's Chevrolet Vega, and my recently acquired Fiat 124 Sport Coupe, the MGA took a lesser role in day-to-day transport. While the MGA always had a warm and dry spot in the garage, several other vehicles passed through our hands, including a Tartan Red 1965 MGB. I completed a "road restoration" on the B, and she is still a daily driver today. When we moved from Riv-

erside to Pomona, the MGA was to take her last drive for the next 35 years.

Our careers took us to Atlanta in 1991, and neither of us could part with the MGA. Though the movers thought we were crazy, we loaded her, the MGB and our '88 RX7 into the moving van, high above our belongings for the cross-county trek to Atlanta. There, once again nestled dry and safe in the garage, she became home to three of our four cats. Warm, cozy, with most of the upholstery and carpet intact, the cats were always purring – not so



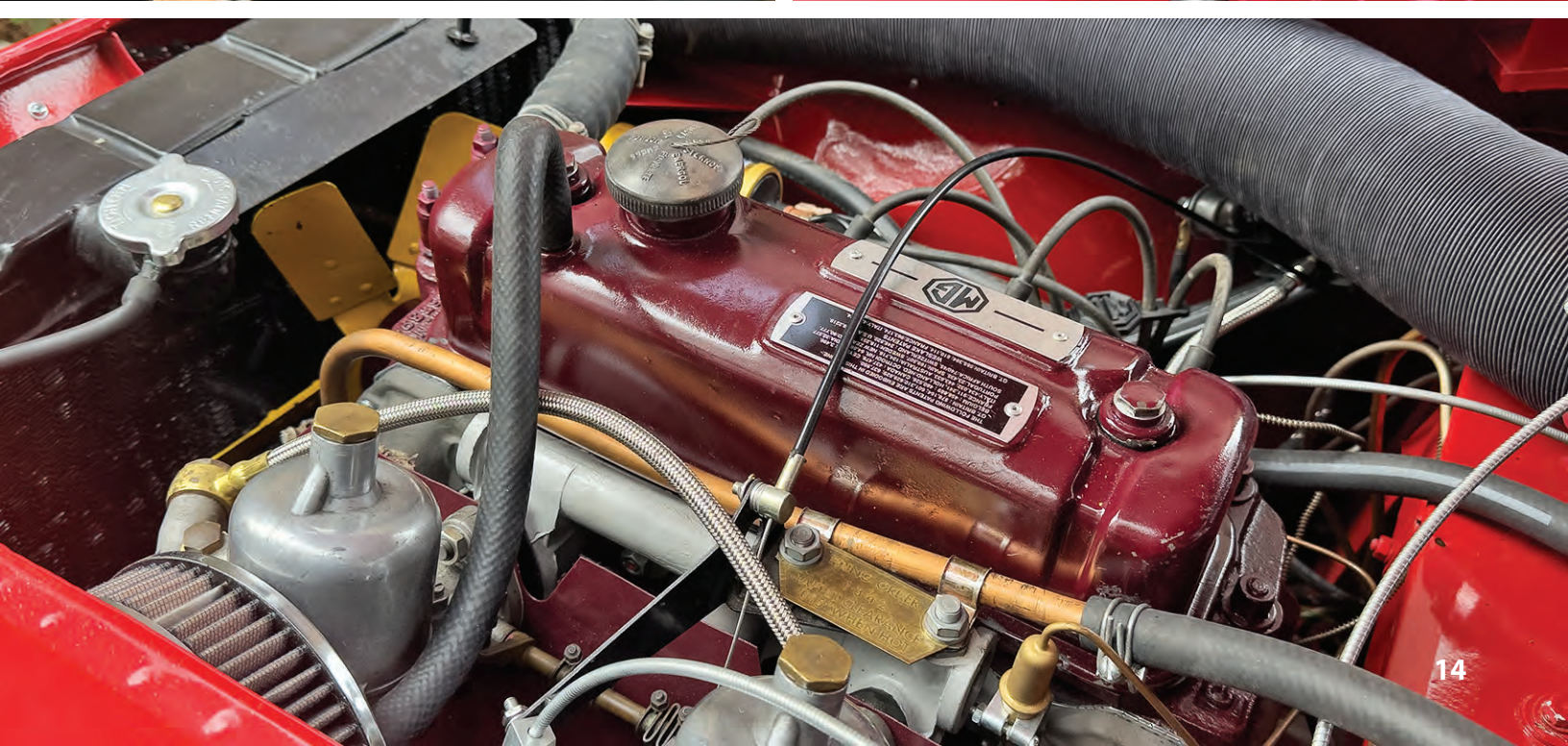
COVER CAR STORY**1959 MGA
Roadster**

Clean, uncluttered, and mechanically accessible, the 1959 MGA is one of the most approachable and rewarding entry points into classic British sports car ownership. During this restoration, a few of the original trim items were left untouched.

much the car. Five years later, I saw an ad for a 1950 MGTD. It was Susan who said, "Let's go take a look!" The TD came home with us, and I began what would be a 20-year restoration project.

In 2001 we downsized to a high-rise condominium in Atlanta. Remember, now we have the '59 MGA, '65 MGB, and '50 MGTD and only parking places for our two "real" cars. Storage facility, where are you?

For a few years, I stored the MGTD (then in pieces) and the MGA in a friend's commercial garage alongside his extensive car collection. Alas, he passed away. His widow, who had known nothing of the collection, or the garage, gave me 24 hours to get my stuff out or it was going to scrap! With the MGTD pieces on the tow truck's flatbed, and the MGA being pulled along behind, all was relocated to



COVER CAR STORY**1959 MGA
Roadster**

With crisp steering, nimble handling, and honest mechanical simplicity, the 1959 MGA Roadster delivers pure, elemental motoring.

their new temporary home, USA Storage. Meanwhile, back at the condo, two adjacent parking spots went on the market. The Board allowed me to enclose them as a garage, and the same towing service brought the TD and the A to another new home.

While the A sat, used mostly as a storage platform for TD parts, the TD restoration was coming along, but way too slowly. I asked my friend and restoration shop owner, Neil, if he would take on the project of finishing the TD restoration. If this scenario sounds at all familiar, you can imagine the look on Neil's face when the boxes of parts (mostly labeled) arrived at his shop. Several years later, the TD came home to sit in all her new

glory next to the poor, dilapidated MGA. The TD went on to win third place in the 2024 Charleston British Car Day show.

The MGA Restoration Era

The TD restored, it was time to do something with the A. But what? Neil was not keen on restoring the A, so we compromised on just getting her running after sitting for 35 years.

After doing sufficient work to roll the A out of the condo garage, we got her to Neil's at about the same time Susan and I relocated full-time to Kiawah Island. It turned out that the A was in pretty good shape for having sat so long, and we did get her running and shipped to our Kiawah home.



COVER CAR STORY**1959 MGA
Roadster**

The A got her Charleston debut in the 2022 Annual British Car Day. While quite the “thorn among roses,” she was an attention-getter. Reviews were mixed: half of the folks said to just leave her like she

was (“patina” was the word used); the other half said to restore her. Not knowing exactly what to do, or where to turn, we drove her occasionally until one fateful day, December 10, 2024. I took her to a



COVER CAR STORY**1959 MGA
Roadster**

Ten months after the restoration project began at Andy Beall's J4 Farm, my '59 MGA was ready for BCCC's 2025 British Car Day – with only a little over 12 hours to spare.

BCCC tech session at Andy Beall's "J4 Farm" – a 5,000 sq. ft. shop on Johns Island, dedicated to "rolling history—the restoration and maintenance of classic vehicles." At the close of the session, Andy, and his son Jackson, said "Let's put her on the lift and see what we've got." While the car still looked a mess, and a wiring short was found that certainly would burn the car to the ground in the near future, Andy declared the car had good bones – little if any rust, straight frame, and most major components intact. After this discussion, and a few

more "interviews," a friendship was born that will last a lifetime. Our restoration team began work in earnest on January 6, 2025.

Andy, along with our restoration team member Pete, began tackling every blemish (spelled d-e-n-t) from boot to bonnet. Susan and I disassembled everything on the car, the steel was sandblasted, and the aluminum doors, bonnet, and boot were sanded. During the sanding process, we found that somewhere between 1959 and 1973, the car had been painted "robin's egg" blue over the original



COVER CAR STORY**1959 MGA
Roadster**

At British Car Day 2025, Susan and I enjoyed a beautiful autumn day filled with lots of British cars, and took home a second place ribbon for our freshly restored MGA.

"Orient red" and under the current "mostly" green. Also, we discovered the front right "wing" was not original to the car. The engine, which had maybe 3,000 miles on it since I completed the rebuild, was put aside and needed only gaskets, seals and fresh paint.

I had never done "body work" and was amazed to watch Andy slowly pound, grind, weld, and finess the car back into the shape of a 1959 MGA. As the work progressed, we set a goal to have the A ready for the 2025 British Car Day in October. My part-time, 3-day a week restoration "hobby" became a full-time job.

After 11 coats of primer, endless sanding and detail work, it was time to disassemble the body for

painting. Frank, friend and restoration mentor to Andy, agreed to paint the car. When we saw the result, long before reassembly, we were overjoyed at the outcome.

Then came the long, arduous job of reassembly, ensuring that every part looked as good, or better, than original. I could write pages on the process, but I'll just let the finished car speak for herself. With all hands on deck, we had her on the road with a little over 12 hours to spare before British Car Day. We got to the show, enjoyed a beautiful autumn day filled with British cars, and went home that afternoon with a 2nd place ribbon on our newly restored MGA. 🇬🇧

Jeff Adams



THE NOBLE BRITISH SPORTS CAR

Automotive Aptitude Assessment

A Highly Questionable Tribute to 1950s–60s Motoring

You have 10 minutes to complete the AAA after which the questions will deteriorate.

RECORD your Answers on the LAST PAGE of the AAA

Bring your completed Assessment to the Club Secretary at the next Club Meeting for scoring.

The highest score will win an Official Lucas Illumination & Trust Restoration Kit!

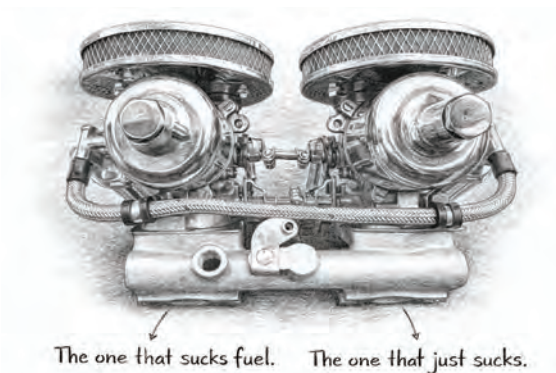


1. The 1958 AC Bristol 2000

Came from the factory with a "Stabiliser Kit."

What did it stabilise?

- ☐ A) Worn carburettor floats
- ☐ B) The picnic hamper in the boot
- ☐ C) The driver's nerves when the Lucas electrics fail
- ☐ D) Rear view mirror vibration



2. SU Carburettor Drama

If your Triumph Spitfire is running rich, for what do you reach?

- ☐ A) Whitworth spanner
- ☐ B) Flat-blade screwdriver
- ☐ C) Pipe wrench the size of a cricket bat
- ☐ D) A sternly worded letter



3. MG Spriget's Tappet Chatter sounds like?

- ☐ A) Polite murmur
- ☐ B) Sewing machine
- ☐ C) An irate badger under the bonnet
- ☐ D) An Opus in Castrol HD

THE NOBLE BRITISH SPORTS CAR

Automotive Aptitude Assessment (continued)



4. One Reason a Jaguar XK's Bonnet can open at speed?

- ☐ A) The scuttle over flexed
- ☐ B) The wing nuts were installed out of order
- ☐ C) The bonnet's prop rod was still extended
- ☐ D) It wanted more fresh air



5. Austin-Healey EZ-Overdrive Engages only after:

- ☐ A) Double choking the choke
- ☐ B) Double-clutching while cursing unapologetically
- ☐ C) Depressing the clutch while flipping the wiper switch twice
- ☐ D) Re-aligning windscreen wipers after flipping the switch twice



6. What's a Wing?

- ☐ A) The Firewall
- ☐ B) A Fender
- ☐ C) The Boot Lid
- ☐ D) The Axels and Differential Housing



7. The Chassis of the Lotus Featherlike SS is made from:

- ☐ A) Aluminium
- ☐ B) Fiberglass
- ☐ C) Cricket pavilion benches
- ☐ D) Bamboo, Teak and horse hooves

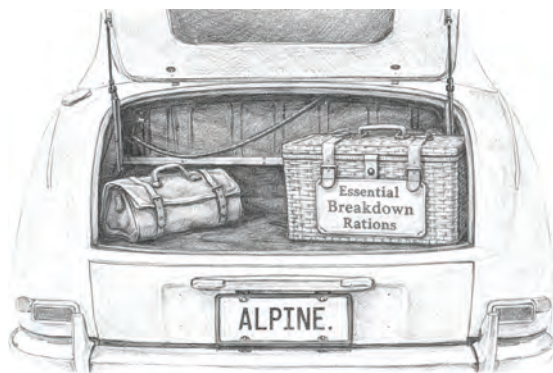
THE NOBLE BRITISH SPORTS CAR

Automotive Aptitude Assessment (continued)



8. This Sunbeam Refuses to Start. Any Ideas?

- ☐ A) Replace distributor cap
- ☐ B) Tap starter with lead hammer
- ☐ C) Clean points with an emery board
- ☐ D) All of the above, then blame Lucas Electrics



9. Boot Essentials

- ☐ A) Torque wrench
- ☐ B) Spare fan belt
- ☐ C) Emergency Tea & Biscuits
- ☐ D) Faith, Hope & Guinness



10. An Almost-Accurate Lucas Veloce-o-meter...

- ☐ A) Measures velocity
- ☐ B) Measures Enthusiasm
- ☐ C) Can calculate speed to distance
- ☐ D) Tries to understand the driver's point of view



11. Oil Drip from the Sump. What should the owner do?

- ☐ A) Replace gasket
- ☐ B) Torque bolts
- ☐ C) Clean the floor
- ☐ D) Add thicker oil

THE NOBLE BRITISH SPORTS CAR

Automotive Aptitude Assessment (continued)



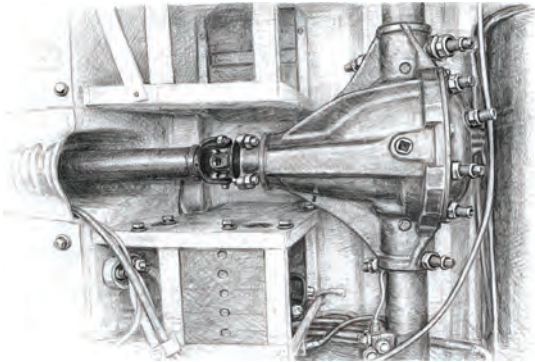
12. What is the Scuttle?

- ☐ A) Manual fuel pump handle
- ☐ B) Area between bonnet and windscreen
- ☐ C) Spare wheel housing
- ☐ D) Steering column joint coupling



13. Whitworth Fasteners Exist to:

- ☐ A) Promote pride in the UK
- ☐ B) Confuse future generations
- ☐ C) To make Whitworth Spanners useful
- ☐ D) All of the above



14. What could cause a Rear End Knock?

- ☐ A) Loose differential bolts
- ☐ B) Worn teeth on the pinion
- ☐ C) Loose bumperettes
- ☐ D) Loose hamper in the boot



15. The “Prince of Darkness” is:

- ☐ A) The Duke of Dimness’ cousin
- ☐ B) The Princess of Flames’ brother
- ☐ C) A curse cast by the Mensch of Murkford-on-Avon
- ☐ D) The embodiment of evil to a British car owner

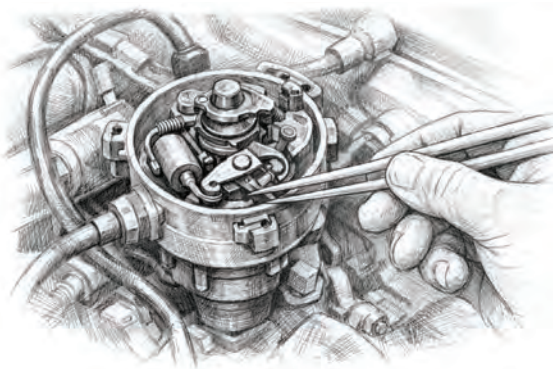
THE NOBLE BRITISH SPORTS CAR

Automotive Aptitude Assessment (continued)



16. What's the Boot?

- ☐ A) That which covers the engine
- ☐ B) That which covers the cockpit
- ☐ C) That which keeps the Picnic Hamper
- ☐ D) The Shoe Cobbler's Shop



17. Gapping the Points Requires:

- ☐ A) Feeler probes
- ☐ B) Butter knife
- ☐ C) Divine intervention
- ☐ D) Chopsticks



18. Horsepower is determined:?

- ☐ A) At the crank handle
- ☐ B) At the rear wheels
- ☐ C) At the front wheels
- ☐ D) By mechanics with slide rulers



19. Shifting a Triumph Spitfire's Gears is:

- ☐ A) Rifle-bolt precise
- ☐ B) Slightly agricultural
- ☐ C) Like stirring porridge
- ☐ D) Is a philosophical discussion for later

THE NOBLE BRITISH SPORTS CAR
Automotive Aptitude Assessment (continued)

20. “Gentle Tweak with a Spanner” Means you are:

- ☐ A) Rebuilding the engine
- ☐ B) Adjusting the carburettor mixture
- ☐ C) Retorquing the head
- ☐ D) Realigning the suspension



WRITE YOUR ANSWERS HERE, AND SUBMIT THEM TO THE BCCC SECRETARY
AT THE BCCC MONTHLY MEETING IN APRIL FOR SCORING.

1.	11.
2.	12.
3.	13.
4.	14.
5.	15.
6.	16.
7.	17.
8.	18.
9.	19.
10.	20.

FOR SALE

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

1986 Lotus S3 Esprit Turbo - This S3 Esprit Turbo has been refreshed under the hand of Robert Morey: the heater core was rebuilt, the all-leather interior was reproduced by Chip Alford, paint and body work by Kerry Jamison, and the fuel injection system was reworked by DeLorean of Texas. The shocks and bushings are currently being replaced. The car has new tires and refreshed wheels. In spite of the AC not holding refrigerant, Debbie and I drove to LOG 40 in Salt Lake City (2,200 miles one way), participated in the local drives, won First Place in our division, and drove home all in one week – and never a hiccup. More photos are available on [Facebook Marketplace](https://www.facebook.com/marketplace). Asking **\$55,000.00**. Contact Otis Engelman at (843) 224-4863 or email oengelman@icloud.com



1949 Allard M Drop Head Coupe - This car was produced in England Dec. 2, 1949. It has a 239 CID flathead Ford V8 producing 100 HP. This is the same motor that was used in Mercurys in the US. I bought it in May 2013 in England and had it shipped here and restored. There were 500 M's produced and there are only 52 known to be left. Shown below right are the 2019 Kleber Trophy from the Allard Owners Club, the 2023 BMCCF car show in Wilmington, where it won "First in Class", and the Southport Lions Club Car Show in 2024 where it was awarded the State Port Pilot Award. Asking **\$79,000.00**. View by appointment in Oak Island, NC. Call (910) 599-7486 or email Hockpg@gmail.com



FOR SALE

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

1963 Alpine Series 3 GT / This is a matching-numbers car from the WizzzBANG Motors Garage. Many of you know this car from club events. It was mechanically and cosmetically restored about 15 years ago right here in SC, and I've had the pleasure of owning it for 6 years. During that time, this lovely GT has won several best-in-class awards in highly competitive club events throughout the Carolinas. Some features of this 1600cc car are a repro radio speaker-console w/retro blue-tooth radio, e-ignition, e-fuel pump, brake booster, Weber, OD, LEDs, a mahogany dash, and matching Moto-Lita Mk 9 steering wheel. Contact Richard Fritz at 843-817-4063, or wizzzbangmotors@gmail.com. **Best Offer.**



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

Asking **\$68,500.00**. Contact Billy Pickens at (864) 617-0815.



FOR SALE

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

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



1953 MGTD - Red with Black interior and trim. I have owned for 24 years. Older restoration, excellent driver. Well maintained with records, odometer says 79,411 but the restoration renewed the car. Restoration was professionally restored by the previous owner, a Doctor who took great care of the car. Many spares to go with the car. Strong engine and drive train. Asking **\$21,000.00**. Contact **Paul Wharen** at 843-509-6316 or email pwharen@aol.com.



FOR SALE

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

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



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

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

Mileage - 65,353 miles.

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

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

Transmission - Original 4-speed manual transmission.

The car is currently listed on Hagerty.com.

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

1973 TRIUMPH TR6 - Exceptional Condition. Finished in striking Pimento Red with a black interior. The car underwent an extensive, in-frame restoration during 2020–2021, no expense spared. The body is rust-free. Only 11,924 TR6s shipped to the USA for the 1973 model year, this example represents a desirable and increasingly collectible British roadster. Manuals, a tonneau cover, and a full car cover included. Asking **\$23,500.00**. Contact Billy Pickens at (864) 617-0815.



MARCH 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 8:30am <i>SC Breakfast Club Fly-In at the Mt. Pleasant Regional Airport</i>	2	3	4	5	6	7
8 <i>Daylight Saving Begins</i>	9	10	11	12	13	14 9:30am – 11am <i>BCCC Monthly Meeting at Garage 75 at 1175 Folly Road on James Island</i>
15	16	17 <i>St. Patrick's Day</i>	18	19	20 <i>Start of Spring</i>	21 9am – 11am <i>Freshfields Cars and Coffee</i>
22	23	24	25	26	27	28 9am – 2pm <i>Carolina British Classics XVIII Car Show Cayce, SC</i>
29	30	31	1	2	3	

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: _____