



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

Volume 43, Number 9

SEPTEMBER 2026

2025 BRITISH CAR DAY AWARD WINNING 1965 AUSTIN DELIVERY VAN

PAGE 14



Dean Richmond's award winning
1965 Austin Delivery Van screams
"Life is too short to drive boring cars".

INSIDE THIS ISSUE

5

VP'S CORNER

Rich relives memories from 2007 and his very own Robin's Egg Blue 1953 Alpine Mk1.

9

AUGUST BCCC MEETING

On Saturday, August 8th, our BCCC club meeting was held once again at Poogan's Southern Kitchen in Nexton.

14

COVER CAR STORY

Dean Richmond's bright red 1965 Austin Cooper Delivery Van is featured this month.

21

TECH SESSIONS

A '67 Austin-Healey and a '93 Land Rover were the focus of the August 21st Tech Session.

PREZ SEZ

by Dave Rosato

Long time club member, **Ron Neal**, passed on August 12th after a courageous battle with cancer. It was just days before his 79th birthday. He was known for his vast knowledge of the **MG** and his willingness to share that knowledge with anyone needing help with our hobby. He was looking forward to attending **MG 2026** in **Sandusky, OH** last week. He will be sorely missed.



Ron in his 1962 MGA MKI



Ron and Lois in their 2004 MG SV-S

I won't go into the background, but the **1956 Thunderbird** that I've been trying to sell for the original owner, that got it on her 16th birthday, has been sold. She hated to part with it but she hasn't driven it

in years and needed the money. I had it on **Facebook Marketplace** for the past several months. The price of these classic cars have been falling the past few years. A couple from **Mt Pleasant** was interested in the car and came over to look at it. They ended up making a very good offer. They turned out to be club members, **Fran and Kathy Cavanaugh**. They have a **1951 MGTD**.

Animals, Art & Automobiles is coming up, **Sunday, September 13th**. Last year we had 15 club cars there. Five from the club have registered so far. The registration fee of \$35 goes to a great cause. So, head to HallieHill.com and register soon.

British Car Day

We have 57 cars registered for BCD. We only have four seats available for the **British Tea** so if you want to participate, register soon.

The **Triumph** is the **Spotlight Group**. We have a **Triumph Italia 2000 Gran Turismo Coupe** registered. This car has a **TR3**

chassis and drivetrain, and a body designed by **Giovanni Michelotti** in **Italy**. **Alfredo Vignale** was the builder of the body. **Giovanni Michelotti** later designed the **TR4**. There was a plan to build 1,000 units but only 329 were actually built. We also have a **1961 Triumph Herald Convertible**, **Spitfires**, **TR3**, **3A**, **4**, **4A**, **5**, **250**, **6**, **GT6+**, **Stag** and a **Bonneville motorcycle**. We need **TR7's** and **TR8's**, more **British motorcycles** and other unique **Triumphs**. This is in addition to **YOU** if you haven't already registered.

Last year a group from the club helped **Going Places** build bicycles. **Going Places** exists to provide brand-new bikes to children in low-income communities, because no child should grow up missing out on the memory of riding a bike. This year they set a goal of building 1500 bikes. **Frank Neill** suggested that the club donate \$175. This will get a bike, lock, helmet, and a pump, which we did. If you would like to donate to this very worthy cause, go to <https://www.goingplacesnonprofit.org/>.

PREZ SEZ

(continued)

Tech Sessions keep on happening. This includes installing rebuilt shocks in **Frank Neill's Austin Healey 3000**, tracking down a battery drain problem in **Mike Garvey's Land Rover Defender 110** and checking out a **Spitfire** in **Bluffton**. **Saturday, September 5th**, we will be checking out **Mark Durishan's** new **Metropolitan**, new member **Patrick Alley's** new **TR3** and **Gordon Joczik's MGBGT**. We also had several **Tech Sessions** pulling the engine apart one more time on my new **TR4A IRS**. After the first time, after having **Simons** rebuild the rebuilt head, the engine still burnt oil. Even though the pistons and rings looked great, they are being replaced. This better solve the problem. This will be done shortly after the **5th Tech Session**. All are welcome to come to the **Tech Sessions**. If you need something done in your **LBC** or you want to know what is causing that strange noise, let me know and we'll set up a **Tech Session**. There is always more information on our website. <https://www.britishcarclubcharleston.com/Tech-Sessions/NextTechSession.html> 🇬🇧

**Safety Fast,
Dave**

WELCOME NEW BCCC MEMBERS

David & Noreen Campbell

1952 Jaguar XK120

Ernie Sewell

1977 Triumph Spitfire

Robert & Jennifer Kopser

1948 MG TC

Suzanne & David Grimm

1958 Triumph TR3, 2001 Jaguar XKR
2009 Land Rover

Carl Shade & Sharon Fitzsimmons

1977 MG MGB

Patrick & Amanda Alley

1959 Triumph TR3

Roy & Jennifer Amburn

1957 MG MGA

*We Look Forward to Many
Happy Miles Together!*

SEPTEMBER CLUB MEMBER BIRTHDAYS

Scott Bluestein	2	Gordon King	13	Natalie Bluestein	24
Lisa Chaplin	2	Don Wathne	13	Harry Cramer	25
Billy Pickens	5	Peter Glekas	15	David O'Sullivan	25
Judy Bowers	5	Janice Cooper	15	Michelle Morey	25
Bette Cooper	5	Marcie Speer	15	Kathy Piotrowski	26
Roy Amburn	6	Mike Lykins	16	Noreen Campbell	26
Jennifer Amburn	6	Sue Smith	16	Richie Hartley	28
Paul Szejka	7	Sylda Carver	18	Linda Bender	28
Bob Simons	9	Russell Schaible	22	Scott Ramstadt	29
Rosie Colson	11	Paul Wharen	23	Susan Walker	29
Bowman Jordan	13	Amanda Alley	23	Donna Johnson	30
		Ferol Vernon	24		



The British Car Club of Charleston

Proudly Presents



TRIUMPH SOUTHERN CROSS 1932-1934



TRIUMPH ITALIA 1959-1962



TRIUMPH TR4 1961-1965



SPOTLIGHTING CLASSIC TRIUMPHS

BCD 41

41st ANNUAL
British Car Day
SATURDAY
OCT 17 2026

Palmetto Islands Co Park
Mount Pleasant, SC

11AM to 3PM

FREE to the Public with Park Entrance Fee

Visit www.BritishCarClubCharleston.com for more information and to register your car today!

VP'S CORNER

by Richard Fritz

Photography and Graphics by Richard Fritz

Memories of My Mk1 Alpine

The other day I was conducting my daily review of dream cars on *Bring a Trailer*—a harmless little habit that has probably ruined more retirement plans than golf, boats, and grandchildren combined—when my eyes suddenly stopped on a newly listed **1953 Sunbeam Alpine Mk1**. Uh-oh!



It was white with a burgundy top and bright red interior, with a four-speed Newcastle gearbox and overdrive, 16-inch wheels, Coker Classic radials, trim rings and caps, a beautifully restored steering wheel and tonneau.

In other words, it had all the necessary ingredients to begin making completely irrational financial calculations.

"Well, if I sold this... moved that... stopped eating lunch..."

The car immediately transported me back to **April 2007**, when a different kind of transporter arrived at my house carrying my **1953 Alpine Mk1**.

That day ended a four-year search for the particular **Mk1** I wanted. I bought it from a gentleman who had owned it for 50 years—a machine-parts salesman who had driven the car throughout eastern **Missouri** and southern **Illinois** calling on customers.

He must have accumulated several hundred thousand miles in the car.



Think about that for a moment.

Today, some people won't drive their collector car to the grocery store because there is a 20-percent chance of rain. This gentleman apparently looked at his **Alpine** and thought it was the perfect company car for a successful businessman.

He maintained it exceptionally well, rebuilding and restoring it several times over the years. By the time I became its caretaker, it was painted a wonderful shade of **Robin's Egg Blue**. And it was beautiful.

Naturally, after taking delivery of a 54-year-old **British** sports car that I knew virtually nothing about, I did what any sensible enthusiast would do... I entered it in a **British** car show 45 miles away the next morning.

It was the very popular annual **Britfest** in **Succasunna, NJ**, and the route included plenty of rural country roads. I figured it would be an excellent opportunity to learn about the **Alpine** and see how it performed. And learn I did.

My entire pre-show preparation consisted of giving the car a soapy bath. No lengthy mechanical inspection. No shakedown drive. No gradual familiarization with the handling characteristics of a half-century-old automobile. Just soap.

Once underway, I was pleasantly surprised by the power from the 2.4-liter engine. First gear, however, appeared to have been designed primarily for pulling tree stumps from the back forty.

Then there was the floor shifter. Calling it a "*shifter*" may be generous. It had the general appearance and precision of a coat hanger someone had accidentally dropped through the transmission tunnel.

After becoming somewhat acquainted with its occasionally argumentative gear changes, I discov-

VP'S CORNER

(continued)



ered that acceleration from second gear was actually quite respectable. In fact, second soon became my preferred starting gear.

The brakes worked well. The engine ran well. The steering was precise, and I began relaxing. This, as any experienced **British-car** owner knows, is when the gremlins get mischievous.

I approached my first serious curve at about 45 mph, downshifted into third and turned in.

The front wheels obediently followed the road.

The rear wheels apparently had other plans.

Without warning, it broke loose and slid across the double yellow line into the opposing lane as though the pavement was coated with butter.

I corrected. The **Alpine** corrected my correction.

I corrected the correction of my correction.

For several heart-pounding seconds, the **Alpine**

and I had completely different opinions about which direction we should be traveling.

Eventually, the rear swung back the other way and rotated us roughly 90 degrees. Fortunately, there was no one coming in the opposite direction, and those enormous drum brakes finally brought us to a stop—diagonally across the roadway.

Dead silence.

My heart had relocated somewhere in my throat, slightly south of my tonsils.

My hands were welded to the steering wheel.

And somewhere in **England**, I suspect a **Rootes Group** engineer smiled.

After a few moments, I unclenched my fingers, restored my heart to approximately its original location and finally pointed the **Alpine** back toward **Succasunna**.

I now understood something important.

This was **not** my **Mini Cooper S**.

I knew the **Alpine** was riding on bias-ply tires, of course. What I had forgotten was what driving on bias-ply tires actually felt like. Their handling characteristics belonged to another era—an era when men wore hats while driving and apparently considered sudden oversteer a normal part of motoring.

For the remainder of the trip, I treated the **Mk1** with considerably greater respect for the elderly... like the car, the tires, and me.

Eventually, we arrived at the show with both the **Alpine** and me remarkably intact. People loved the car. The **Robin's Egg Blue** paint attracted plenty of attention, particularly from the ladies, and the **Mk1** drew a steady stream of admirers.



VP'S CORNER

(continued)

Then came the judging.

To my utter amazement, the **Alpine** won **Best in Class**. Wonderful.

Then **Most Unique**. Even better.

And finally... **Best in Show**.

A **Trifecta**.

Three awards on the very first day I had ever driven the car.

I stood there looking at those trophies and thinking about how dramatically different the afternoon might have been if my first country-road adventure in the **Alpine** had ended it wrapped around a tree. Instead, while the morning mishap took a few years off my life, the afternoon awards made the sacrifice well worthwhile.

The bias-ply lesson, however, had been permanently engraved in my brain. Within a week I ordered a new set of Cooper radial tires with wide white walls. They preserved the proper vintage appearance while substantially reducing the possibility that future cornering would require divine intervention.

As glorious as my **Mk1** was, like all **British** cars, it wasn't perfect. There were a few occasions when something went wrong and brought out either the roadside mechanic in me—or the **AAA** rollback. Now those are memories we never forget.



There was the time my front wheel bearings went bad. Fortunately, it was at a **Sunbeam United** in **Potomac, MD**, with about 60 other **Sunbeam** guys

and help was everywhere. I got towed by a **Sunbeam** guy to a local garage, owned by a **Sunbeam** guy where 4 **Sunbeam** guys helped me replace the wheel bearings that were picked up at a local **NAPA** store. It took about 3 hours to complete the job and get me back on the road. Teamwork!

However, the failures continued on my way home when the return spring on the carburetor broke, giving the car one speed... fast, very fast, and disabling the **Alpine** on **Route 22** in **Allentown, PA**.



Luckily, again, my *WizzzBANG Motors* partner, **Freddy**, was following me; he had an assortment of springs in his **Tiger's** tool box to get me home that day. I owned the **Mk1** until **2015**, shortly after moving to **South Carolina**. I put the car on the market thinking that my **British** sports car days were coming to a close.

Stupid idea. These cars are in my DNA.

I sold it to a gentleman from **California**. He loaded the **Alpine** onto a trailer, drove it directly to the **Port of Charleston**, and shipped it across the **Atlantic** to the **UK**. In a way, the old girl was going home.

I eventually lost track of her whereabouts, but I like to imagine a **Robin's Egg Blue Alpine** somewhere in **Great Britain** today, happily tooling along a narrow country lane, top down, engine humming and putting a smile on the face of another caretaker.

And perhaps, somewhere along the way, she's still teaching the occasional driver the same lesson she taught me on our very first day together: Never underestimate an old **British** Sports Car.

It may be small.

It may be charming.

VP'S CORNER

(continued)

It may even be **Robin's Egg Blue**... it can still scare the hell out of you.

And you'll love it all the more for having survived the experience.

Needless to say, I miss that car, which is why the **'53 Alpine Mk1** on **BAT** is of great interest to me. It would be a real privilege to have another, especial-

ly one so nicely maintained and preserved.

By the time you read this article, the **'53 Alpine** auction will be over.

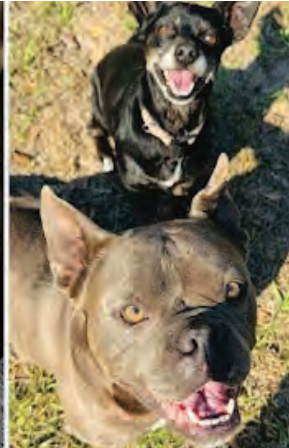
Please pay attention to what I'm driving the next time you see me. 🇺🇸

Rich



Animals, Art, & Automobiles

Sunday, September 13, 2026 • 11am–3pm • Charles Towne Landing



Stunning Cars • Silent Auction • 20+ Vendors • Food Trucks • Adorable Dogs
SPECIAL VISIT from Charlie the Riverdogs Mascot • **AND MORE!**

Interested in being part of the event?

To become a sponsor, register your car, or donate to the silent auction, please scan here.



**Thank you for supporting Hallie Hill Animal Sanctuary
and the animals who depend on us every day!**

AUGUST BCCC MEETING

by Frank Wissman

Photography by Frank Wissman

Our **August Meeting** was again held at **Poogan's Southern Kitchen** in **Nexton**.

Another good turn-out, **Dave Rosato** led the meeting and opened with handing it over to **Michael Siegmund**.

We are only about **6 weeks** away from **BCD 2026**, and **Michael** reiterated the call for everyone to sign up to enter their car(s), and also to distribute flyers at other car meets. **Michael** has made progress with **GA** and **NC clubs** to add our flyer to their newsletter and encourage other club members to enter their car. Not mentioned during the meeting, but **Irene Breland** has also been in contact with regional clubs spreading the word and asking for entrants. Thanks

to both of you! **Michael** is restoring a **TR5** and hopefully will bring it to **BCD** as a rolling chassis on a trailer. I love the idea of showing the car in-progress—it gives some idea of what goes into doing a proper restoration! The volunteer sign-up sheet was passed around. Looking at the volunteer list on the club website, we still need some help: taking pictures as cars enter the field in the morning, walking around throughout the day, and the essential pictures of the owners receiving their award are places we could use some more support.

Dave took over and highlighted some of the events for **September**:

Sunday, September 13th will be **Animals, Art,**



AUGUST BCCC MEETING (continued)

& **Automobiles** put on by **Hallie Hill Animal Sanctuary**. It will run from **11am to 3pm** at the **Charles Towne Landing**.

The **BCCC Annual Picnic** will be **Saturday, September 19th** at **Hallie Hill Animal Sanctuary, 5604 New Rd, Hollywood**. The date is fixed, and the hours are still being finalized. Like before, we will meet up in the **Food Lion** parking lot, **6323 Savannah Hwy, Ravenel**. The food will be served in the cabin, which is air conditioned. There is room inside and out for eating, and the restrooms are in the cabin, so no one has to rough it. There will be a tour of the grounds, including the new catery!

A few teasers for early next year: **January 11-15** will be a drive to **St. Augustine, FL**; and in early **April** will a **Driver's Drive**, which will include **Tail of the Dragon**. There will be other demanding sections as well—this could be intense.

The theme for the **2027 calendar** will be cars featured on the cover of *The Windscreen*. Talk about an embarrassment of riches, and **Gary Brown**, who will be designing the calendar, never disappoints!

Looking at the cars that show up for our meetings never gets old. 🇬🇧

Frank



BCCC Annual Picnic



At Hallie Hill Animal Sanctuary!

Saturday, September 19th

Meet at Food Lion on
Rt. 17 in Ravenel at
11:30 AM
(HHAS is 5 minutes from there
-5604 New Road)

It will be our
monthly meeting!

Please bring a side dish
or dessert to share.
Club will provide drinks
and sandwiches.

Sanctuary tours
after lunch - you
don't want to miss
the new Cattery!

Don't forget
your chair!

RSVP to Dave@britishcarclubcharleston.com
by Tuesday, 9/15.

Our rental fee is a donation to the Sanctuary!
Dog/cat food, treats, litter, cleaning supplies,
paper products - a monetary donation works too!

C M BOOTH COLLECTION, ROLVENDEN, UK

by Ken Kreuzer

Photography by Ken Kreuzer

Pat and Ken Kreuzer recently visited the **C M Booth Collection**, located at **67 High St., Rolvenden, UK** (in **Kent**, south east of **London**). Located in a couple of sheds behind an antique store, it is run by the restorer of almost all of the dozens of mostly **three-wheeled**

Morgans. Chris Booth also created the first replica of **Morgan's original 1909 car** and restored many of the cars on display. The amount of the early automobilia is amazing. 🇬🇧



C M BOOTH COLLECTION, ROLVENDEN, UK

(continued)

Photography by Ken Kreuzer





COVER CAR STORY

1965 Austin Delivery Van

by W. Dean Richmond

Photography by Gary Brown

Life Is Too Short To
Drive Boring Cars

On December 7, 2024, our family visited the BMW Ultimate Driving Museum in Greer, South Carolina, to see MINIS TO THE MAX: 65 Years of Spirited Adventure, an exhibit celebrating the 65th anniversary of the Mini.

The trip carried special meaning. We had lost our grandson, Josh, just one month earlier to the fentanyl epidemic.

As a child, Josh loved Hot Wheels and anything with wheels. As he grew older, he became a true automotive enthusiast and a talented welder with an exceptional gift for fabrication. He earned a reputation for designing custom audio installations in high-end cars, trucks,

boats, and motorcycles. Because of his distinctive red hair and beard, friends and coworkers knew him simply as "Red."

To honor his memory, the van now carries a front license plate reading "Red's Toy." At car shows, we display a Hot Wheels magnet on the side panel and often give children Hot Wheels or Matchbox versions of the van. During Christmas parades, we attach a magnetic gift tag reading "To Josh From Santa," another small tribute that keeps his memory close wherever the van travels.

We arrived just as the museum opened and learned that many of the vehicles on display were pri-

COVER CAR STORY**1965 Austin
Delivery Van**

Its clever front-wheel-drive layout and low load floor made it an ideal delivery vehicle for businesses throughout Britain, and more than half a million were built between 1960 and 1983.

vately owned and loaned for the exhibit. My wife and I had been searching for a classic Mini estate, van, or pickup, so the bright red 1965 Austin Cooper Delivery Van immediately caught our attention.

We asked if we could take a closer look, and with no other visitors nearby, the staff graciously allowed us behind the ropes. The more we examined it, the more we fell in love with it. Even after walking away, we kept turning back for another look.

One staff member casually mentioned that the owner planned to sell the van after the exhibition. We asked her to pass along our contact information—and she did.

The owner, Satch Carlson, contacted us the following Monday. Another prospective buyer had requested first right of refusal, so we waited anxiously while everyone discussed the situation. After several phone calls and emails among Satch, the other buyer, and ourselves, we finally received the green light.

On Christmas morning 2024, the deal was completed.

Best Christmas ever.

The Austin/Morris Mini Van was produced from 1960 through 1983 under both the Austin and Morris nameplates, with more than 521,000 examples built during its



COVER CAR STORY**1965 Austin
Delivery Van**

Following importation into the United States, an extensive two-year restoration and modification was begun in 1995 by its California owner. The steering was converted to left-hand drive and front disc brakes were installed.

23-year production run. One feature that remained unchanged throughout production was the distinctive sliding driver and passenger windows.

Our van was built on September 5, 1966, at the Longbridge plant in Birmingham, England, as a right-hand-drive delivery vehicle for the home market. Originally finished in Willow Green with a tan interior, it was powered by an 848cc engine backed by a four-speed transmission and weighed just 1,334 pounds.

Although its import date to the United States is unknown, Rich-

ard Wilson of Glendora, California, began an extensive two-year restoration and modification in 1995.

The steering was converted to left-hand drive, front disc brakes were installed, and the original 848cc engine was replaced with a high-compression 1380cc engine coupled to a Jack Knight five-speed transmission. Additional upgrades included dual SU side-draft carburetors, tubular headers, a free-flow exhaust system, coil-over suspension, and a roll bar.

The exterior was refinished in deep red and fitted with wider wheels and tires, fender flares, and



COVER CAR STORY**1965 Austin
Delivery Van**

The original 848cc engine was replaced with a high-compression 1380cc engine coupled to a Jack Knight five-speed transmission. Additional upgrades included dual SU side-draft carburetors, tubular headers, a free-flow exhaust system, coil-over suspension, and a roll bar.

bright chrome trim. Inside, the van received a handcrafted wood dashboard, a 120-mph speedometer, custom upholstery, and numerous detail improvements.

When the restoration was completed, the van tipped the scales at just 1,380 pounds—only 46 pounds heavier than when it left the factory despite the significant performance upgrades.

During our ownership, we have continued to improve the van by installing a new exhaust system at Carolina Muffler & Brakes, refreshing the aging interior materials through Karen's Customizing, and having Mr. Wilson's company logo professionally removed by ProTech Auto Refinishing.

Of course, the real reward comes every time we drive it.

Thanks to Mr. Wilson's thoughtful modifications, the van is an absolute delight. It cruises comfortably at interstate speeds of 80 mph while remaining remarkably responsive on winding mountain roads.

We have driven it twice to the Tail of the Dragon, most recently this past April for Minis on the Dragon, where more than 400 classic and modern Minis from across the country gathered for the annual event.

The roads of western North Carolina and eastern Tennessee are where the little van truly comes alive. With no air conditioning,



COVER CAR STORY**1965 Austin
Delivery Van**

no radio, and not even a heater, every drive becomes a wonderfully raw, mechanical experience. The sounds, the smells, the steering feel, and the endless curves combine to create pure driving enjoyment.

During one organized drive to the Lost Sea in Sweetwater, Tennessee, our route followed the Cherokee Skyway—named Hagerty Drivers Club's 2025 Road of the Year—between Robbinsville,

North Carolina, and Tellico Plains, Tennessee.

When our group stopped at an overlook, several drivers who had been following us admitted they were initially concerned that a classic Mini would slow everyone down. Instead, they were surprised at how effortlessly the little van kept pace with the much newer cars through the mountains.

One of our favorite traditions is sharing the van with others. In



COVER CAR STORY

1965 Austin
Delivery Van

“ One of our favorite traditions is sharing the van with others. In addition to giving toy cars to children, we invite both kids and adults to climb inside, take photographs, and experience a small piece of automotive history.”



COVER CAR STORY**1965 Austin
Delivery Van**

The Austin Delivery Van shared its mechanical layout with the original Mini saloon but rode on a wheelbase extended by four inches, with just over nine inches added to its overall length. The extra space provided nearly twice the cargo capacity.

addition to giving toy cars to children, we invite both kids and adults to climb inside, take photographs, and experience a small piece of automotive history. If that inspires even one young person to become a future enthusiast, we've accomplished something worthwhile.

As the current stewards of this remarkable little van, we hope to preserve it, enjoy it, and continue sharing it with others for many years to come. More than anything, we intend to keep driving it—because these cars were built to be enjoyed, not simply admired.

After all.... Life is too short to drive boring cars. 🇬🇧

W. Dean Richmond

Editor's Note: As we wrapped up this issue of *The Windscreen* we received the following note from Dean. "2027 will be the BMW CCA Foundation's 25th anniversary year. In 2002 the foundation was created to save lives by teaching real world driving control to young people. To date the foundation has trained over 30,000 young drivers.

The 2027 exhibit will feature iconic vehicles from the foundation's collection alongside extraordinary private loans. We have been honored by the foundations invitation to loan the van for the exhibit which we have accepted."



LBC Tech | August 21st**Rosato Garage Tech Session**

by Frank Wissman

Photography by Frank Wissman

A small tech session was held at **Dave Rosato's Garage** on **August 21st**. **Dave, Frank Neill, Gene Carter, Mike Garvey, and I** showed up.

The first project was changing the rear shocks on **Frank's 1967 Austin-Healey BJ8 MK III**. Frank selected replacement **Armstrong** shocks from **Apple Hydraulics**. The knock-offs for the wire wheels were loosened and **Dave and Gene** got the car on the lift. **Gene** jumped in and changed both shocks, needing little assistance. **I** checked the differential fluid using **Frank's custom CNC'd filler plug tool** and the fluid level was fine.



The gang bled the clutch as long as it was on the lift.



Frank N took a few minutes to clean his wheels so he could show the car on the lawn somewhere...

Next was **Mike's 1993 Land Rover Defender 110**. It was brought in because the battery was draining. The only way it could clear the garage door was **Dave** getting on the rear bumper to lower it the last 1/4" it needed. It turned out working on it outside was easier anyway, as it pretty much filled the entire garage bay.



The first issue was getting the engine to stop. The key is out of the ignition, but the turbo-diesel wasn't shutting off. So **Mike** put it in gear, put on the brakes and let the clutch out. We homed in on the solenoid shut-off in the fuel pump. The 12V feeding the solenoid was correct – ON, 12V; OFF, no voltage. So that will be replaced.

Yes, it used to be a **Polish police vehicle**, the light bar works and is disconnected. **Mike and Dave** went

LBC Tech (continued)



through the correct procedure of monitoring the battery current and pulling each and every known fuse and relay, one at a time, to see which was the leakage path. Nothing was found. The measured leakage current isn't unusual, and the battery is about two years old. Luckily, there is a battery cut-off switch in the drivers' seat base and **Mike** has a battery tender. Engine charging was marginal at higher RPM's, never getting up to 14V. Happily correct replacement alternators are available. We will look at changing the alternator and fuel pump later, and then see if that cured the battery problem. A good start! 🇬🇧

Frank Wissman

OUR **SERVICE** PUTS US **A-PART** FROM THE REST.

At Little British, we know who we are and where our business comes from. As a growing company founded in the late 90's, we take pride in giving you high quality customer service. We will have the parts you need, the convenience you want, and at a lower price than you thought you would pay.

By being an online based company, we are able to keep costs low and maintain a flawless ordering system that is quick and user friendly. We have the parts for most British marques and models as well as fun collectibles and other useful items for the British car enthusiast.

Log on to www.LBCarCo.com and see why we excel at what we do.



Authorized Distributor for
Pertronix Electric Ignitions and Coils
Vintage Ads
Don Hoods
Mota-Lita Steering Wheels
Gunson Tools
Moss Motors
Halogen Bulbs for Most British and American Cars
Plus many others!



Little British Car Company
www.LBCarCo.com

Jeff Zorn • 29311 Aranel Farmington Hills, MI 48334
 Phone: 248-489-0022 • Toll-free: 800-637-9640
 Fax: 248-489-9655 • Email: LBCarCo@LBCarCo.com
 Major credit cards accepted



Good weather is too late!

Don't wait to get your British Car ready for better weather. Call us today and get all those nagging maintenance issues taken care of.

Need Parts? Call us first!

We have a large selection of parts for your British Car on the shelf.

What we don't have We can get fast!

Call Today!

(843) 552-6555

3170A Stanton Court, North Charleston, SC 29418

Just off Ashley Phosphate Road in the
 Pepperdam Industrial Park

www.CharlestonImportAuto.com

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.



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.

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



Paint and exterior - Completely restored by Star Automotive. Rusty rocker panels replaced with matching English steel and applying multiple coats of the original MGB orange.

Upholstery and interior - Tan interior with new wood laminate steering wheel

Mileage - 65,353 miles

Wheels and tires - New Goodyear Radial SP06 tires

Brakes - Relined brakes 900 miles ago by Charleston Import Automotive

Transmission - Original 4 speed manual transmission

Car is listed on Hagerty.com. Contact Ferol Vernon, ferolvernon@gmail.com Asking **\$9,500.00**

FOR SALE

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

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.



Custom Photography Services For Your Classics



Custom Photography, Printing, and Framing Services Available

 *Concours Photo Art*

For more information contact gary.brown@ConcoursPhotoArt.com

SEPTEMBER 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 – 2pm Tech Session at Dave Rosato's Garage
6	7 <i>Labor Day</i>	8	9	10	11 <i>Patriot Day</i>	12
13 11am – 3pm Animals, Art and Automobiles at Charles Towne Landing	14	15	16	17	18	19 11:30am Hallie Hill Picnic/Monthly Meeting 9am – 11am Freshfields Cars and Coffee
20	21	22	23 <i>Start of Fall</i>	24	25	26 9am – 2:30pm Autumn in the Mountains, Mills River Brewing Co, Mills River, NC
27	28	29	30	1	2	3 9am – 2:30pm Adams Run Tractor Pull, Adams Run, South Carolina

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
Frank Wissman	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: _____