



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

Volume 40, Number 9

SEPTEMBER 2023



2022 BCD First in Class 1952 Jaguar XK120 / Owner: Harry Cramer

INSIDE THIS ISSUE

5 **BCCC'S HOT AUGUST MEETING, RALLY, AND PICNIC** Pat and Ken Kreuzer host our eighth meeting of 2023.

9 **RALLY TO THE PONDS IN SUMMERVILLE** 13 cars registered and 17 showed up for a hot and humid morning rally!

13 **COVER CAR STORY** Harry Cramer shares his journey from boy mechanic to the restoration of his 1952 Jaguar XK120.

18 **LBC TECH** Lotus Europa Brakes & Suspension, Morgan-Devin Radiator Fan, MG Midget Engine Teardown, and more.

PREZ SEZ by Dave Rosato

I have what **Lynn** and I call two or three clothes change days. They usually happen in August and many have happened over the past few weeks. I'd go out to work in the yard or replace siding on the garage and two hours later I'd come in, peel off my sweat saturated clothes, maybe take a shower, then put on clean clothes. I'd go back out and do it again. I really don't mind the heat, but the humidity is a killer.

We had a great turnout for the **rally** and the **picnic** at **The Ponds Farmhouse**. Again, thanks go to **Pat** and **Ken Kreuzer** for organizing the event. We had **16 cars** on the rally and **67 members** attended the **picnic**. More on that later in the *Windscreen*.



The Ponds Farmhouse: site of this years BCCC Annual Picnic.

We're **seven** weeks away from **British Car Day**. We have **49 cars registered**, **29 registered** for the **British Tea**, **55** for the **Friday reception**, **14 people** for the **Friday lunch** and **21 cars** for the **Friday caravan**. I took a drive to **Deep Water Vineyard**, as did **Frank Neill**, and we decided that the very long dirt driveway was not acceptable for our special cars. So, we are in search of another venue. If you have any suggestions, please contact me. Volunteers to help on Friday and Saturday are what makes the show work so smoothly. Please sign up to volunteer on our [website](http://www.britishcarclubcharleston.com).

We're in the process of organizing a drive north a bit. We'll find some scenic roads paralleling Rt17. We may stop at **Sewee Outpost** and pick up sandwiches for a lunch. We'll send out an email blast, keep an eye



The British Car Club of Charleston
Proudly Presents

CELEBRATING 100 YEARS OF MG
1923  2023

WITH A SPECIAL BCD HISTORIC MG DISPLAY



MG TC
1945-1949



For More Information
and Car Registration Visit
BritishCarClubCharleston.com

BCD
38
38th ANNUAL
British Car Day
SATURDAY
OCT 21 2023

Palmetto Islands Co Park
Mt Pleasant • 11AM-3PM

on the [website](http://www.britishcarclubcharleston.com) for more details.

If you haven't registered for **Cars at Kiawah River**, please do so ASAP as we're close to filling the venue. 🇬🇧

Safety Fast,
Dave

Robert "Bobby" Marion Grooms July 21, 1952 - July 27, 1923

Former BCCC member and Club President in 2003, Bobby Grooms passed away on July 27th of this year. Bobby and his wife Jenelle were very active members for a number of years, always volunteering to help with all club meetings, outings, BCD and the Wheels for Life shows that the BCCC put on.



VP'S CORNER by Bob Simons

Well, the TD has been temperamental since the Rally to Summerville. I took her on to Andrews afterwards, stopped at the Piggly Wiggly, and on to my cousins, where she didn't want to start the next morning. Swapping fuses and fuel pumps (spare one still in the tool box from the trip to the Dragon in '21) didn't make enough of a difference, so I got to ride home in air conditioned comfort – chauffeured. AAA may have started in Britain as AA, but I've had a membership since long before acquiring anything British...



Cleaning a tarnished fuse block and replacing the fuses may have resolved the issue, but I haven't con-

firmed it yet. Some Asian equipment distracted me and the Norton needed some exercise too. After realizing the electric start is more effective when the reserve fuel tap is engaged, I stopped by the end of the month Sunday cars & coffee at T-Bones West Ashley. I parked by some Minis and an MGA to establish a British section, only to discover the (original) Minis were Japanese! This event tends to Hot Rods and American Muscle, but another rider showed up (on a Honda). Turns out he had just sold his Norton John Player Special on Bring a Trailer. Even though it attracted international attention, the winning bid was local and he delivered it by riding from Mt Pleasant to James Island. So... there's a potential member I need to track down & recruit, it would be nice to see in a certain event in October!

Till then, one day or hurricane at a time; whatever you've got, get it out & about - one way or another I'll see you there! 🇬🇧

Bob



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

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

2023 CLUB FINANCIAL STATEMENT THRU SECOND QUARTER

OPENING BALANCE		\$ 10,289.58	\$ 10,304.86	YTD
INCOME		QUARTER 1	QUARTER 2	
	New Member dues	\$ 641.32	\$ 428.43	
	Member renewal dues	\$ 1,524.18	\$ 246.48	
	Regalia	\$ 15.00		
	Club Badges	\$ 138.34	\$ 2,465.39	
	BCD 2023		\$ 2,023.97	
	Miscellaneous	\$ 96.92	\$ 390.00	
	Oyster Roast	\$ 318.21		
	Bank Interest	\$ 2.14	\$ 2.26	
			\$ (156.79)	
TOTAL INCOME		\$ 2,736.11	\$ 5,399.74	8,135.85
EXPENSES				
BCD 2023				
	Charleston Tea Garden			
	Edisto Hall			
	Shirts			
	Bags			
	Printing			
	British Tea			
	Dash Plaques			
	Posters			
	Reception			
	Edisto Hall			
	Reception Deserts			
	Top Shelf			
	Top Shelf			
	Palmetto Islands Co. Park	\$ 1,600.00		
	Supplies			
	Firewood			
	Ribbons			
	Trophies			
	BCD Signage Printing			
Admin and Misc				
	Club Grill Badges / BCCC		\$ 1,300.98	
	Club Grill Badges / MG 100		\$ 1,080.00	
	Business Expenses	\$ 312.27	\$ 68.66	
	Miscellaneous Expenses		\$ 76.86	
Events				
	Oyster Roast	\$ 808.56		
	Other		\$ 350.00	
TOTAL EXPENSES		\$ 2,720.83	\$ 2,876.50	\$ 5,597.33
CLOSING BALANCE		\$ 10,304.86	\$ 12,828.10	\$ 12,828.10
CASH ON HAND		\$ 10,612.97	\$ 12,778.96	
	Checking	\$ 10,304.86	\$ 12,828.10	
	Savings	\$ 219.98	\$ 220.08	
	PayPal	\$ 156.79	\$ 38.11	
	Credit Card / Outstanding Balance	\$ (68.66)	\$ (307.33)	

BCCC AUGUST 2023 MEETING AND PICNIC

by Irene Breland and Millie Horton

The BCCC's August meeting, rally and picnic were held at **The Ponds Farmhouse** in **Summerville** on August 12, 2023. Sixty-three members were in attendance. Organizers and hosts were **Pat** and **Ken Kreuzer**.

BCCC members participating in the rally part of the event met at **Mt. Pleasant's Waterfront Park** and followed instructions to gain points through a winding back roads route to **The Farmhouse**. There were **17 brave souls** who participated in the **Hot August Rally**.

Rally cars began arriving around 11:30, stopping in front of **The Farmhouse** to hand over their Rally sheet and have their picture taken in front of

the flag-decorated historic structure. Thanks to **Ken Smith** and the **Kreuzers' neighbors** for doing that hot job! And special shout out to **Dave Rosato** and **Frank Neill** for planning and leading the **Rally**.

About **65 members** and guests enjoyed the camaraderie of the day. After a wonderful BBQ consisting of beef brisket and ribs from nearby **Baker's BBQ** along with numerous delicious homemade cold salads, and homemade cornbread, and desserts consisted of a show-stopping cake and cupcakes, also prepared by the **Kreuzers**, **BCCC President Dave Rosato** opened the meeting. He promised to be brief. He announced the winners of the rally and filled the members in on how it was set up. First place went



BCCC AUGUST 2023 MEETING AND PICNIC (continued)

to **Bobby & Brooke Joly** with 24 pts, Second went to **Simon & Marina Scalia** with 22 pts, and Third place went to **Scott & Jeannette Wisniewski**. Lots of interesting comments were mentioned in between the presentation of the awards. Congratulations to the winners!

Dave then thanked **Pat** and **Ken** again for organizing an incredible event that drew so many members out on a very hot August day. The food, from **Baker BBQ**, was delicious and **Pat's** decorations and yummy desserts made for a great picnic atmosphere. Complements to all who stepped up to help with the event. It was a jolly good picnic!

Dave continued the meeting by saying that he hoped others would step up and offer to organize some events for the club. **Dave** then discussed the upcoming **Boogie to the Beach**, the **Nags Head** adventure that you won't want to miss. Dates are **November 6-11, 2023**. Check the club [website](http://www.britishcarclubcharleston.com) for details and itinerary.

New members were asked to introduce themselves and there were six who were very happy to have joined such a fun group! Again, check the club [website](http://www.britishcarclubcharleston.com) for new member postings.

BCD needs members to sign up for volunteer spots. The **Friday Drive**, **Tea Party** and **Reception** need volunteers, as does **Friday's show setup**. The **Saturday show** also needs volunteers. Step up and

ask if not sure where you could be of help. And don't forget to register your car. **BCD** wants to see members bring out their cars and enjoy the camaraderie of fellow British car fans. You can register your car at www.britishcarclubcharleston.com

Dave then gave a reminder to check out the **Cars at Kiawah River** show which follows **BCD**. It's local and has a British car section.

Dave then updated us on his **Mercedes 190 SL** project that he keeps getting asked about and then ended the meeting. 🇬🇧



BCCC AUGUST 2023 MEETING AND PICNIC (continued)



BCCC AUGUST 2023 MEETING AND PICNIC (continued)



RALLY TO THE PONDS IN SUMMERVILLE

by Frank Neill

It was a dark and stormy night; well no, but it certainly was a hot and humid morning! We had **13 cars registered** for the rally and I'm guessing about **17 showed up**. Some brave souls drove their LBCs while others, including me, decided to opt for air conditioned comfort. A big hit was the premier of **Will & Lois MacPhee's new 3 wheel Morgan** (which doesn't have ac). **Dave Rosato** and I had set out a route to drive starting out over the **Ravenel Bridge** working over to 61 up through the historic plantation district ending up in **The Ponds** subdivision in **Summerville** where members, **Pat & Ken Kreuzer** had reserved the **Farmhouse** for the club. It was not a timed rally, rather a drive with **26 questions**

to answer based on sighting along the route. There was only one stop to stretch our legs and that was at the **Old St. Andrew's Parish Church** to find a grave site and answer how old **Emma Eliza** was when she died. It was a bit tricky as the headstone read "Was born 17th Oct 1830 died 5th Oct 1836; so she was almost 6 but the answer was 5. **Bobby & Brooke Joly** were the winners with **24 correct answers**, followed by **Simon & Marina Scalia** with **22**, and in 3rd place **Scott & Jeannette Wisniewski** with **21**. Of note was my navigator, **Becky**, who also had **24 correct answers** without any hints from me, but we weren't eligible for placing as I knew the route and the answers. 🇬🇧



RALLY TO THE PONDS IN SUMMERVILLE (continued)



RALLY TO THE PONDS IN SUMMERVILLE (continued)





The British Car Club of Charleston Proudly Presents

CELEBRATING 100 YEARS OF MG

1923  2023

WITH A SPECIAL BCD HISTORIC MG DISPLAY



MG TC
1945-1949



For More Information
and Car Registration Visit
BritishCarClubCharleston.com

BCD

38

**38th ANNUAL
British Car Day
SATURDAY
OCT 21 2023**

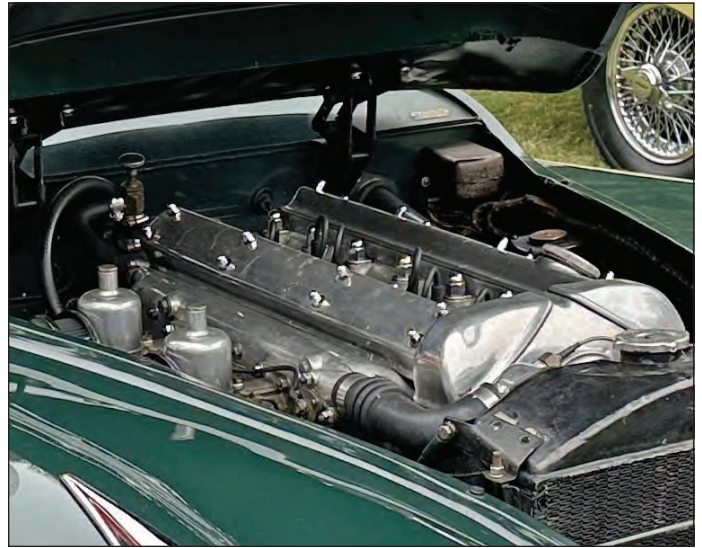
Palmetto Islands Co Park
Mt Pleasant • 11AM-3PM

COVER CAR STORY

1952 Jaguar XK120

by Harry Cramer

I think it is best to start at the beginning with my interest in Jaguars as a young child in the 50's. My Mother bought me a model Jaguar D Type. I believe it had a little electric motor and ran on batteries. Also, if memory serves me right, the actual car was capable of approximately 170 mph. The idea of that kind of speed and styling fascinated me. Fast forward to my early teenage years. I would ride my bike to a local garage where there were 2 mechanics working. One would work on cars, everything from brakes to engine replacement. The old man (to me) named Carl did body work and painted cars. And with me hanging around and getting in the way, he would often get me to help sand a car, getting it ready for paint. While working with him he would



tell stories of different cars. The Jags interested me the most. One day when I arrived, I found he had bought an XK120 and I was very interested in it. Several years later he still had the 120, but never worked on it. I bought



COVER CAR STORY *(continued)*

1952 Jaguar XK120



the car from him and drove it home. That was the only time I drove the car. My father, who was a mechanic, taught airplane mechanics during the war and later worked on planes. He had no problem replacing the head that was damaged on the car with my help. During that time, I decided to go to college, get married and moved to Charleston. My Dad insisted I sell the car and get it out of his garage, so he sold it for \$1000 in 1970. While in college, one of my classmates had a XK120 as a daily driver and we drove around in it. Years later he purchased another 120 to restore. He lacked talent and money, so he sold it to me. When I first saw it, it had been sitting in a field for about 10 years unprotected and the interior had been removed. He asked me if I wanted to get out and look at it. I told him no, because if I looked at it I might change my mind about buying it. I returned to Columbia a couple of weeks later with a trailer and I bought it. With ropes going around it to hold the bonnet, doors and boot lid on and boxes of parts thrown inside, I arrived home - \$500 poorer. My wife said, "You paid what? For that?!" There it sat in the garage for several years, while I built a screened in porch and a deck on my house. I also converted the attached garage to a sewing room before I could finally get to work on the Jag. After all, I was told house projects

COVER CAR STORY *(continued)*

1952 Jaguar XK120



should come first!

After about 3 years I was finally able to start work on my XK120. I removed the engine and transmission. Then started the body work which meant sandblasting the entire car to bare metal behind my garage. I had to rebuild the headlight buckets, because someone had cut them up and put dual headlights in to make it look like a corvette. All the chrome was gone except for 3 pieces, the gauges were missing, the wiring harness was cut up and needed replacing. And remember, this was before the Internet, so my daughter and I wrote many letters and made lots of phone calls trying to locate parts.

Someone told me about the BCCC and there I met Mike Grosso and Dick Deible who were great sources of information and help. After painting the car, my wife said the color made it look like the color of a Chevy Pick-up. I called Darryl Beach and he told me to come to his shop. There was a 120 he was working on and to look at the paint color. It was what I needed, so I repainted the car to its present color 1989 Jaguar British Racing Green. Dick Deible arranged for an interior kit from Bartlette.

I put everything in except the seats. The wood frames and upholstery were beyond my ability to assemble. I sent the engine parts to Simmons Balancing. He bored the engine .20 over. He also balanced it. I reassembled the engine with all new parts. I replaced the gaskets and seals in the transmission and rear end. I installed new brakes, brake lines, shocks, wiring harness, gas tank and a lot more. I have driven it to Winston-Salem to the Tanglewood Car Show many times, as far north as Dobson, North Carolina to visit my cousin, and south to Savannah. It has been a very reliable car. It took 4 years to restore, working weekends and evenings in the garage behind my house. I have received some help on tuning, mainly the carbs. As I said, Bartlette did the seats other than that, the painting and metal work and all mechanical work I accomplished myself. I finished the car in 1996. It is a matched numbers car. In rough numbers, there were about 7,000 XK120s made from 1948 to 1954. My 120 is an early one manufactured in November 1951. The only factory option was a heater. It has no defroster, turn signals or radio. I believe the later models have these better options. The engine is a 3.4 liter developing 160hp at 5000 rpm and in 1949 a factory XK120 was clocked at 132mph during a speed trial.



Being a BCCC member for many years, I have enjoyed hosting numerous oyster roasts and attending British Car Day shows and going on club drives and have made many friends. 🇬🇧 **Harry Cramer**

TENTH ANNUAL BRITFEST

Saturday, October 7, 2023 / The Market Common, Myrtle Beach, SC



Sponsored By



On Behalf of the Entire Grand Strand British Car Club, We Welcome You to Our Annual Car Show at The Market Common! In addition to all of the beautiful British cars, we will have a shady hospitality tent. Food trucks will offer a variety of cuisines for your purchasing selection. Only 2 blocks away is The Market Common which boasts shops, restaurants and a cinema so your weekend will be packed with fun for everyone! Please, register early and plan to stay the weekend to soak up all of the fun!

The Grand Strand British Car Club's Myrtle Beach Britfest will be held at The Market Common on the empty paved lot (behind the King Street Grille) bounded by Johnson and Hendrick Ave, and Iris and Hackler St. located just off Farrow Pkwy between Highway 17 Business and Highway 17 By-Pass.



Driving on Highway 17 Business:

Turn west onto Farrow Pkwy, proceed 0.7 mile, turn right onto Johnson Ave.

Driving on Highway 17 By-Pass:

Exit onto Farrow Pkwy, proceed east 2.7 miles, turn left on Johnson Ave.

Dash Plaques will be given to all early registration entrants and will be available for some late and "day-of" registrations.

Award Plaques or Trophies will be presented to winners in each Class with at least one entrant. Special Awards will be presented for "My Favorite British Car", "Best Picnic Presentation", and for this year, a **Special Recognition for the 100th Anniversary of MG Sports Cars!**

English Tea with "Best Hat" competition will take place under one of the shady hospitality tents during the show.

A Welcome Reception will be held Friday night from 4:00 p.m. until 6:00 p.m. at the Tupelo Honey Cafe, 3042 Howard Ave. located in The Market Common (heavy hors d'oeuvres and cash bar).

Recommended Accommodations Special room rate information for DoubleTree Resort by Hilton Myrtle Beach Oceanfront will be listed on the GSBCC website as it becomes available.



DOUBLETREE RESORT

BY HILTON™

MYRTLE BEACH OCEANFRONT

TENTH ANNUAL BRITFEST REGISTRATION

Saturday, October 7, 2023 / The Market Common, Myrtle Beach, SC

CAR CLASS NUMBERS:

- 01 Austin Healey 100 / 3000
- 02 Austin Healey Sprite / MG Midget
- 03 Austin Healey Bugeye Sprite
- 04 Aston Martin
- 05 Bentley / Rolls Royce
- 06 Jaguar SS, XK120 / 140 / 150
- 07 Jaguar E-type
- 08 Jaguar & Daimler Early Saloons (thru 1970)
- 09 Jaguar & Daimler XJ6/12/R (1968-1997)
- 10 Jaguar XJS, XJR (1976-1997)
- 11 Jaguar XK8, XK, XKR (1997-2015)
- 12 Jaguar Sedans, Estates, SUV's (1998-)
- 13 Jaguar F-type (2012-)
- 14 Lotus
- 15 MG A
- 16 MG B / C (chrome bumper)
- 17 MG B (rubber bumper)
- 18 MG B GT / C GT
- 19 MG T Series and Other
- 20 Mini (original) & variants

- 21 MINI (BMW)
- 22 Morgan
- 23 Land and Range Rover
- 24 Sunbeam
- 25 Triumph TR 2/3/3A/3B
- 26 Triumph TR 4/4A/5/250
- 27 Triumph TR 6
- 28 Triumph TR 7/8
- 29 Triumph Spitfire & GT6
- 30 Triumph Stag & Other
- 31 TVR
- 32 British Special Interest (not listed elsewhere)
- 33 * British Motorcycles
- 34 * British Replicas
- 35 * Non-British Import of Special Interest

* = Classes not eligible for "My Favorite British Car"

NOTE: Entrant selects class designations of cars on this form. However, GSBCC has the right to eliminate, combine, or add classes, and to reassign entries to other classes if deemed necessary by the Judging Committee. Award Plaques or Trophies will be presented to winners in each Class with at least one entrant.

Name: _____
(PLEASE ... print clearly as you would like to see it on a trophy)
Address: _____
City/State/ZIP: _____
Club Affiliations: _____
Email: _____
Telephone: _____

Entry 1 Class #: _____ \$30 early -or- \$35 late

Year/Make/Model/Color

Entry 2 Class #: _____ \$15 each additional car

Year/Make/Model/Color

Registrations before Sep. 1: \$30 first car entered + \$15 each additional car entered.

Late Registrations postmarked on or after Sep. 1:

\$35 first car entered + \$15 each additional car entered.

(Registration includes 1 day Special Club Membership for Non-Members.)

T-Shirt Order / \$21.80 each (inc. Sales Tax)

of Medium _____

of Large _____

of X Large _____

of XX Large _____

Total # of T-Shirts: _____

x \$21.80 each = \$ _____



Friday Night Reception at Tupelo Honey:

Your reservation for the reception must be received by Sep. 21.

attending _____

x \$20 per person = \$ _____

Total Above Fees: \$ _____

(Sorry, no refunds can be made.)

Friday Evening Reception:

4:00 – 6:00 pm Tupelo Honey in The Market Common

Saturday Events Agenda:

9:00 am Show Field Opens to Parking

11:00 am – 12:00 noon English Tea

11:00 am Late Registration Closes and Voting Begins

1:30 pm Popular Voting Ends

2:30 pm Awards Presentation, Raffles, Etc.

Off-Road Trailer Parking available next to show field.

RELEASE AND WAIVER OF LIABILITY

All registrants grant permission to the Grand Strand British Car Club, Inc. (the "GSBCC") to publish photos and videos of the registrant and registrant's vehicle(s) in print or electronic media including the GSBCC newsletter, promotional materials, website, Youtube channel, FaceBook page or other social media. Registrant is also aware of the hazards inherent with motor vehicle events, and specifically releases and indemnifies the GSBCC, its Board of Directors, Officers, organizers of events, and volunteers, collectively and separately from any liability for personal injury or property damage incurred by registrant or registrant's guests while participating in this event. The undersigned has read and voluntarily signs this release and waiver of liability and indemnity and further agrees that no oral representations, statements, or inducements apart from the foregoing have been made.

Signature _____

Date _____

Register On-Line: www.GrandStrandBritishCarClub.com
or Complete This Registration Form

Make out a check in the amount of the Total you calculated at left payable to "GSBCC", and mail both to:

Ethan Harris, MB Britfest Registrar

931 Callant Dr., Little River, SC 29566

tel: (781) 883-1135

For more information, contact: Warren Bender, MB Britfest Show Chairman
VP@GrandStrandBritishCarClub.com

LBC TECH by Frank Wissman**Brent Varitz's 1973 Lotus Europa Brakes & Suspension Pt. III**

It turns out the new shocks have mounting bushings that are about $\frac{1}{4}$ " shorter than the original. Fortunately, some standard metal caps for generic shock absorber bushings work once the center hole is drilled out to $\frac{1}{2}$ ", and then we add a few AN-spec washers that are $\frac{1}{32}$ " thick and have a perfect fit. A great place to source AN washers and Nylock nuts is Aircraft Spruce, their hardware selection is great and so are their prices!



Below is the right front corner with new shock, spring and rebuilt caliper installed and plumbed, the sway bar will be attached when the left side is done since you have to pull both ends at once to fit it to the bolt.



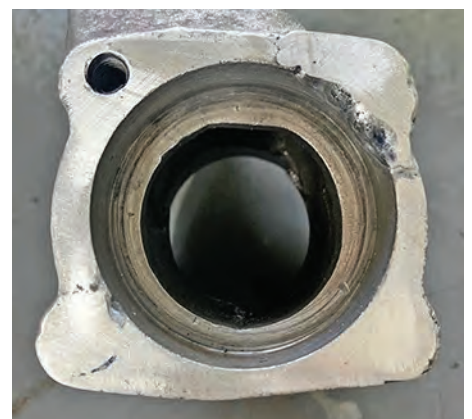
The suspension & brakes was the easy part.

The first attempt at welding up the hub carrier was a disaster. I found a recently opened welding school in North Charleston so Brent and I made a visit. We talked to an instructor at the school who used to work at the Navy Yard and he said he could do it. He couldn't, he melted away a corner of the carrier and he couldn't even get metal to stick to the carrier. Brent is probably wondering if I'm helping at this point, but he is very cool about all this and says nothing. (see photo at top right)

As luck would have, club member Kyle Romanick is an expert TIG welder in his day job and filled in the corner plus two holes where the HeliCoil was marginal. As I was drilling and sanding throughout this



repair, I could see that all of Kyle's welds were perfect, absolutely no porosity in any of the welds. I'm very grateful for his work. I cleaned up the face and will gently clean up where the outer bearing goes in.

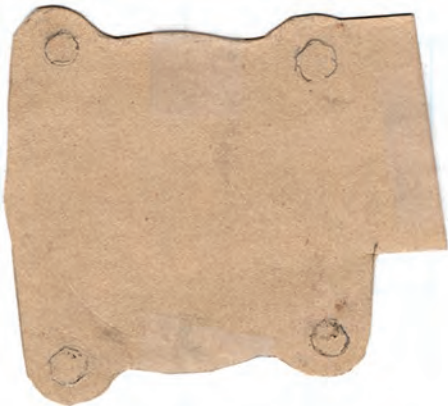


The next step is making a pattern to locate the holes, I did this by tak-

LBC TECH by Frank Wissman

Brent Varitz's 1973 Lotus Europa Brakes & Suspension
Pt. III *(continued)*

ing a piece of sheet gasket and making an impression from the good face on the inside of the hub carrier, and then I drilled the holes:



Installing the Heli-Coils was easy, here are the fresh threads.



To shape the weld that built up on the bearing race, I glued 320 grit WetorDry sandpaper around a large socket that is 60mm in diameter, this is pretty close to a 62mm bearing race. This made it easy to sand down the weld and not remove extra material.

I finished with light hand sanding to blend the edges, next will be assembly using Loctite 641 Retaining Compound as the bearing races have corroded slightly over time. Because the hub carrier is aluminum rather than steel, we will use Loctite 7649 Activator. Normally I use acetone as the primer, but this is a job nobody wants to do twice and we aren't leaving anything to chance.

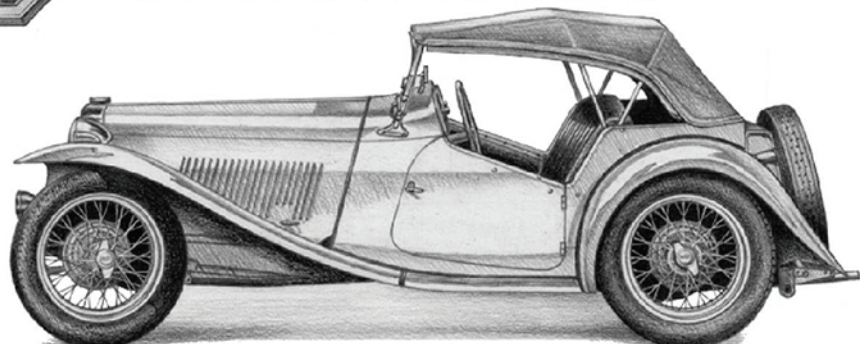
We checked the threaded hole



alignment with the radius arm that it mounts to, and everything looks good! 🇬🇧



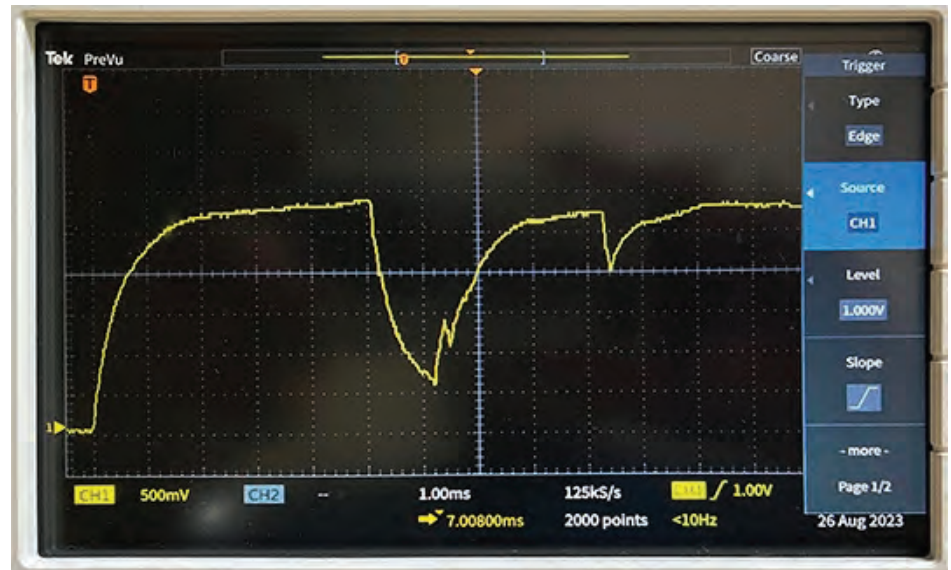
0 to 60 miles per hour in
I DON'T CARE!



LBC TECH by Frank Wissman

John Bigler's Radiator Fan Check

John Bigler's Morgan-Devin is a wonderful car, and it's still new enough that some aspects are still being sorted out. John reported that a fuse blew when the radiator cooling fan kicked in and wondered if we could see what was going on. We checked out what each fuse capacity was and recorded those values, then we put a current sense resistor in line with the lead that supplies the fan power. A current sense resistor is a low ohmage (low resistance), high power resistor you measure voltage across. I hooked up my oscilloscope across the resistor, and John pow-



ered up the fans. The inrush current measures about 2.8 volts across a 0.18 ohm resistor, so it's about 15.5

amps. Both of us feel good with a 25 amp fuse, and data is always better than guessing if the fuse is correct!

Order Lands' End Merchandise with the BCCC Logo Directly from their Website Now!

Point your camera at the QR Code to go directly to Lands' End to order your BCCC SWAG or bookmark the page for later!!



BCCC REGALIA

You are now able to order merchandise with the BCCC logo directly from LANDS' END, as well other BCCC regalia from the [BCCC website](#)

We have beautiful enamel on 14k gold plated copper **BCCC Lapel Pins** for \$3.00 each. Circular pin measures 3/4" in diameter with military clutch. **Caps with the logo**, as well as **Visors** and one-size fits all **Driving Caps** with the logo on the back. **BCCC logo front license plates** are available, as well as **Key fobs**.

You can contact [Frank](#) for name badges.

For other regalia contact Lynn Rosato at 412-849-5081 or lrosato525@comcast.net.

LBC TECH by Frank Wissman

Pam Brown's 1979 Triumph Spitfire Top and Seats

Here we are in the middle of a sweltering summer wrapping up the initial assembly of **Dave's Mercedes-Benz 190SL engine**, enjoying the relief of having a small shop with a mini-split to keep things cool. We start talking about what the next tech session will be and putting on a new convertible top, installing new seat foam and covers, and finish wiring the switch for the radiator fan in **Pam's Spitfire** seems like a good idea. But it's August. I have my Miata filling up most of the shop to eventually fix the transmission, but it's still August. Taking out a tape measure I confirm we have about 14" to spare if we bring in a **Spitfire**, so we set up a session for the 8th.

Another great showing by the crew, **Tom Meservey, Mike Caristi, Dave Rosato, Gene Carter, Frank Neill**, and of course, **Pam Brown**. **Gene** recommended sourcing the top from **Prestige Autotrim**, and **Teddy Mengedoh** shared that

Park Lane Classics was the place to go for upholstery kits; as it turns out both are fantastic! Gene and Dave have done tops before, so everyone brought pop-rivets, I'm counting a total of six packages and a field kit for pop-rivets!

Also, some of the pop-rivets go into a narrow metal channel, naturally Dave brought his rivet gun with a modified nose just for convertible tops for LBCs. Gene dove in so quickly he got the old top off before anyone had time to get pictures. So here we are fitting the new top. It's a very nice top, and there were no surprises, and it's understandable why Gene picked **Prestige**.



The seats came out next and disassembly reveals that the frame for the driver's side had a crack, so **Dave** and **Frank Neill** rolled the MIG welder outside and repaired it.



LBC TECH by Frank Wissman

Pam Brown's Spitfire Top and Seats *(continued)*

Tom took charge of paint prep and primer and shortly delivered the frame; as a reward, he stayed out and enjoyed a cigar on the veranda.

Gene and **Mike** led the work on the seat, starting with the bottom cushion. One thing that helped is keeping the old material as a guide, using the original fastener marks helped be sure that the seams are aligned, and the material is tied to the correct frame member. Another improvement is the leather is no longer held in place with hog-rings, which are a miserable way to build a seat – hog-rings are stubby pieces of thick spring wire with sharpened tips, just begging to pierce a palm and three fingers. The modern method is to use heavy-duty tie-warps – couldn't be easier or tidier!



While the seats are out, the carpet is vacuumed, and the trim cleaned up.

Frank Neill and **Mike** put in the first seat.



LBC TECH by Frank Wissman

Pam Brown's Spitfire Top and Seats *(continued)*

Dave replaced the clutch master cylinder with the lengthened shaft he fabricated, that has its' own write up as it pertains to all Spitfires.

While testing the radiator fan switch, the car went electrically half dead. With the key in the **On** position, there were no dash lights, no fan, nothing unless you turn the key to **Start**. We start tracing wires and checking fuses but everything looked good. The last thing to check is the ignition switch, so we take off the steering column covers and see that the switch part of the ignition lock / switch is loose, somewhere in the past mounting tabs broke and it was tied together with wire and vinyl tubing to prevent shorts. Wow – not only was that a hack repair, but it could have died anywhere. Obviously, luck is with **Pam** to have it fail now as **Tom** gave her a ride home. The replacement switch was ordered, and we schedule the next session betting the switch will arrive in time. Photo below shows what's left of the switch, minus a spring and a contact that jumped into the carpeting during dis-assembly.



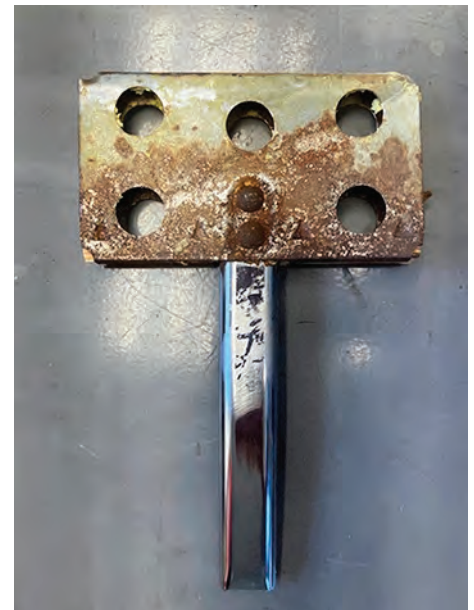
Working on the headrests, it's clear that the wood at the bottom of the frame had dry-rotted away, so for now just one un-restored headrest will be used while **Dave** makes replacement blocks of wood. We called it a day around 4, it's clear that starting fresh on the passenger seat was the best idea. Between sessions the new ignition switch arrived, so I put that in and tidied up the wiring in the engine bay.

The crew for 2nd session on the 21st was **Will MacPhee, Mike Caristi, Dave Rosato, Gene Carter, Frank Neill, and Pam Brown**. We dove in on the passenger seat which went together quickly because the frame was painted, and a lot of little tricks were figured out on the first seat. In a little more than 2 hours we were done and had the passenger seat installed.



We called it a day before noon, which was a treat.

Dave delivered the headrest blocks on the 27th, and it was trivial to pop the blocks in the frame and pull the headrest cover and foam over the frame. I wrapped the headrest in a towel, put it in a vise to squeeze the foam and used some adhesive to hold the flaps in place. Finally, I screwed the metal trim plate on and we have a complete headrest!



All that's left is to swap headrests and redo the remaining headrest. 🇬🇧

LBC TECH by Frank Neill

Frank Neill's 1967 Austin Healey 3000

On Thursday, August 10th, Gene Carter, Frank Wissman and Dave Rosato met me at Dave's garage to work on my Healey. First thing we did was to install a set of lap belts. That was fairly straightforward as the mounting nuts were already in the floor pans and tunnel over the driveshaft. Only hiccup was we were concerned that the provided bolts were too long and might interfere with the driveshaft. So not to take a chance we were off to the hardware store for shorter nuts. As we had the seats out the next chore was to replace the insulation at the bottom of the tunnel that covers the transmission. Once that was completed we put the interior back together and went on to address a leak from the drain plug of the dif-



ferential. I'd heard about a Loctite product, 545, that other people used with success. So, we drained the fluid, replaced the plug with that product and refilled it. Seems to have corrected the issue. Gene left and Dave, Frank W. and I went for lunch. After that Dave hung

in with me and we tried installing new lens retaining screws but determined the screws I'd bought from a parts supplier were too short so we gave up on that. We went on to install plastic guides that keep the rollup windows from rattling. That turned out to be quite a jigsaw puzzle, but Dave isn't one to give up, and by undoing mounts and having the window extend higher than normal and also lower than normal we were able to get the 3 missing guides in place. Finally with the one window at the very bottom of the travel we could see the mounting clips for the LH window seal that had deteriorated. I happened to have the replacement with me, and we installed that.

It was a long, hot day but I really appreciated all the help. We must enjoy these tech sessions as it was the second one in that week. 🇬🇧



Source: AutoExpress.co.uk

DID YOU KNOW?

The **Land Rover** Series and **Defender** ranges are the best-known 4x4 in Britain and lasted in production with relatively minor evolution from **1948 until 2016** – and when the final example rolled off the line, it made the *national news*. The **Land Rover** was born after **World War II**, when **Rover** needed to find a car it could make using the expertise (and materials) gleaned from its military contracts. The result, **launched in 1948**, was crude and compromised, but was peerless off-road and usable on the tarmac, making it a true dual-purpose workhorse – **a one-of-a-kind, true icon of British auto history**.

WELCOME NEW MEMBERS

Don Johnston
1967 Lotus Elan

Alicia Jordan
2005 Lotus Elise

Allan Morgan
1978 MG Midget

We Look Forward to Many Happy Miles Together!

TECH TIP by Dave Rosato

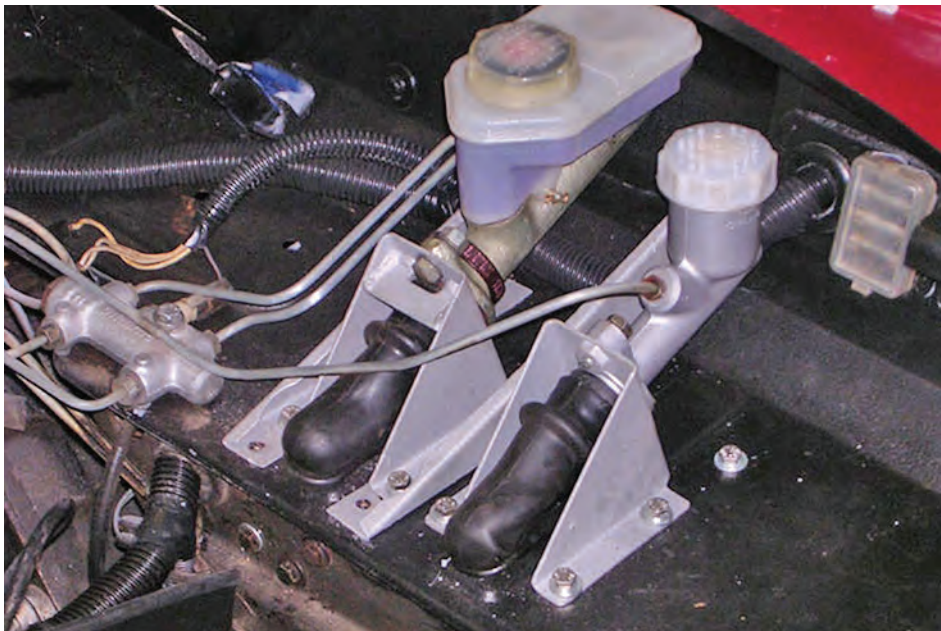
Clutch Cylinder Shaft Modification

Several years ago, the club replaced the master and slave clutch cylinders on Tom Meservey's yellow Midget. There are no adjustments in the system. When we test drove the car, the clutch peddle had to be pushed all the way to the floor to release. The clutch started engaging about a half an inch from the floor. Typically, the clutch should engage about halfway down the peddle travel, a couple inches from the floor. We determined the easiest way to fix this was to lengthen the clutch cylinder shaft which attaches to the clutch peddle.



Master clutch cylinder.

The clutch shaft was removed and cut in half. A bolt was then welded to the shaft. The bolt was then cut about a half inch from



Master brake and clutch cylinders.

the original cut. The other half of the shaft was then welded onto it, making the shaft about a half inch longer, as shown below.



Since then, I have done the same on John Holbrooks Spitfire,

Pam Browns Spitfire and Tyler Neill did it to his Austin Healey Sprite. I am currently doing one for Gene Carter's Spitfire. I don't know why this needs to be done. John Holbrook had several layers of carpet making it nearly impossible to push the peddle enough to disengage the clutch. With all the carpet removed, it would have been possible to get used to driving it like this. But if you don't push the clutch all the way, you'll grind gears. 🇬🇧

HAPPY BIRTHDAY
For September

Mark McKenzie	1	Don Wathne	13	Natalie Bluestein	25
Scott Bluestein	2	Susan Atkins	15	Michelle Morey	25
Lisa Chaplin	2	Sue Smith	16	Hamp Atkins	25
Bette Cooper	5	Sylda Carver	18	Harry Cramer	25
Bob Simons	9	Paul Wharen	23	Richie Hartley	28
Rosie Colson	11	Judi Purches	24	Scott Ramstadt	29
Gordon King	13	Rickie Sefton	24	Susan Walker	29

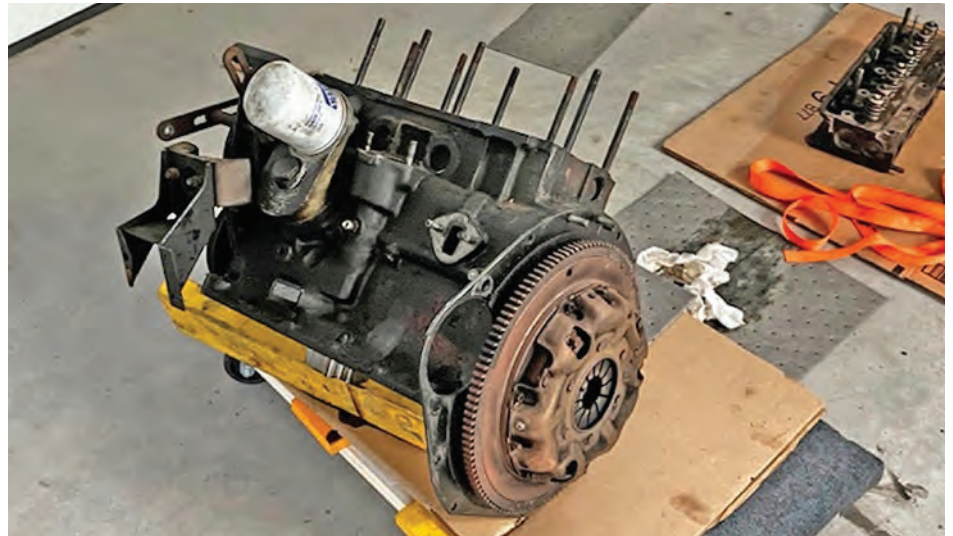
LBC TECH by Frank Wissman

Al Morgan's 1978 MG Midget Engine Teardown

One of our new members, **Al Morgan**, has a **78 Midget** that he picked up from his sister-in-law who bought the car new in NJ. It was a regular driver until family came along and it was driven less and less. Eventually it sat for a few years and picked up by Al in 2021, hoping all it needed was a fresh battery since it only has ~16,000 miles on it. Well, the engine wouldn't turn over with a new battery, so it was taken to a shop that eventually opened it up and said the bore in #4 was shot.

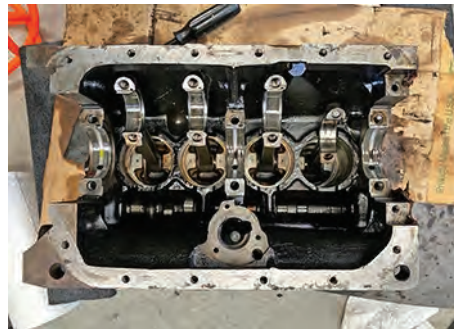
Al and I discussed what the range of the expected rebuild cost could be, and we found out that our idea of a schedule matches, that is, it will take whatever time it takes to do it right, and all in all decided we have a fun project. And I'm really working on not bringing up all of the upgrade possibilities – building **Tom Meserve's** motor was a lot of fun!

Al dropped off the block and head at my shop, and a quick check confirmed that the #4 bore had rusted. As we tore the block down, everything came apart easily, the main and connecting rod bearings are in good-enough shape, the timing chain and sprockets are fine, the cam and tappets are good, the crankshaft journals could use a light polish but seem fine, plenty of lining left on the clutch disc – this might be one of the lower cost rebuilds we've seen in a while. We took a brief break to get a 1 13/16" impact socket from **Service Industrial Supply** for the front pulley nut, they have just about



every large socket you could ask for in both SAE and Metric, highly recommended! And yes, this is the same size socket we needed with **Dave Romanick's** engine back in the **Feb 2023** issue of *The Windscreen*. I cleaned up the #1 piston

and the rings move freely but should be replaced. Putting the #1 top two rings in the bore show the ring gaps are in spec so hopefully just a sleeve in #4 will be the main machine shop work needed. 🇬🇧



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. Rusted 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 - 4 speed manual transmission - original

Car is listed on Hagerty.com. Contact Ferol Vernon, ferolvernon@gmail.com Asking **\$14,000.00**



1975 MGB - Asking **\$2460.00 / OBO**. Negotiable. Mileage 89,861. Located in Mt Pleasant. It runs well. Great for parts. Frame and body panels have rust issues. 89,700 serviced – Head cylinder gasket kit service, replaced valve cover gasket, replaced left and Right motor mounts, replaced blower motor, replaced heater and cold cable, replaced right and left rack and pinion boot, replaced front brake pad set and rotors, replaced brake lines, replaced gasoline fuel line, replaced head light dome assembly, replaced oil pan gasket. Tires are good, Luggage rack, Tonneau Cover, Good Seats and Carpet.

Have many new parts, not installed. Contact **Gary Runco** at (412) 848-4468 for more information.

FOR SALE

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



A set of 4 painted 72 spoke 15 inch wire wheels for sale. Contact Wayne Carver at syldawayne888@gmail.com for details.



1973 Triumph TR6 - Car is located at Coastal Auto Restyling, Conway, SC. Contact the owner, **Alan Yoho**, at 843-504-2888 or caratd@sccoast.net for complete details.



1974 MGB - This is a true chrome bumper car not a retro fit like some. Everything on this car works. I had the head re-built a couple of years ago. It has original tire jack and owners manual which you don't see often. Asking **\$16,500**. Contact **John Geddings** at johngeddings@bellsouth.net



1975 MGB - Complete restoration done in 2000 by John Twist. New interior, engine rebuild, dual carb conversion. Current mileage approx. 120,000. Car is located in Hollywood, SC. Asking **\$3,000.00** OBO. Price includes about \$1,000.00 of new parts. Parts include new exterior sheet metal panels for all lower car sections, front fender and a new fuel pump. Pictures shown are several years old. Needs body work on all lower panels. New top installed approx five years ago. The stereo system cost new was about \$2,500.00. I have had the car since 1995. The car has been in Charleston for the last fifteen years. Will also consider trade. Call **Dennis Pieschke** at (313) 310-1802 for details.



SEPTEMBER 2023

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 Labor Day	5	6	7	8	9 10am Monthly Meeting at Rutledge Cab Company
10	11 Patriot Day	12	13	14	15	16 9am – 11am Sea Islands Cars and Coffee
17	18	19	20	21	22	23 Start of Fall
24	25	26	27	28	29	30

Have a suggestion for a place you'd like to visit? Contact Millie Horton at millie.horton2@gmail.com.

BCCC FOUNDED 1983

MEETINGS HELD THE SECOND SATURDAY OF EACH MONTH

(Unless otherwise specified)

OFFICERS

Dave Rosato	President	(508) 864-3393	Dave@BritishCarClubCharleston.com
Bob Simons	Vice President	(202) 316-8111	bobdad@gmail.com
Ken Smith	Treasurer	(843) 442-7170	ksmith10@sc.rr.com
Irene Breland	Secretary		irenebreland@comcast.net
Frank Neill	Membership Coordinator	(843) 822-3229	fneill1949@gmail.com
Lynn Rosato	Regalia Sales	(412) 849-5081	lrosato525@comcast.net
Gary Brown	Editor	(650) 714-1577	Gary@BritishCarClubCharleston.com
Millie Horton	Events Coordinator		millie.horton2@gmail.com

TECHNICAL ADVISOR

Darryl Beech	Mr. Wizard	(843) 552-6555	Britishmechanic@bellsouth.net
--------------	------------	----------------	-------------------------------

WEBMASTER

Dave Rosato	Dave@BritishCarClubCharleston.com	www.BritishCarClubCharleston.com
-------------	-----------------------------------	----------------------------------

PAST PRESIDENTS

Mike Carnell 1984	Dick Deibel 1988	Bobby Grooms 2003	Wray Lemke 2016-2019
Oscar Smalls 1985	Alan Van doren 1989	Richie Hartley 2004-2006	Dave Rosato 2020-
Don Brown 1986	Mike Grosso 1990-1995	Diane Lambert 2007-2008	
Tom McMurray 1987	Jack Lambert 1996-2002	Richie Hartley 2009-2015	

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: _____