# The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

Volume 41, Number 6



#### **INSIDE THIS ISSUE**



Brian Smart's 1968
Riley Elf MKIII and
Hand Made Cargo
Trailer.

39T OF Spo Triu Carr

**39TH "GATHERING" OF BRITISH CARS**Sponsored by the
Triumph Club of the
Carolinas.

26<sup>B</sup>S

LBC TECH Justin Dillon's TR6, Pam Brown's Triumph Spitfire, Ray Melo's MGB and more.

#### **PREZ SEZ** by Dave Rosato

want to welcome Chuck and Nicole Giroux and Dwayne and Gayle Bell to the club. Chuck and Nicole have a 1990 XJ-S and a 1996 XJ Vanden Plas. Dwayne and Gayle have a 1950 MGTD. I hope to meet you at our Monthly Meetings or the Annual Picnic coming up.

Animal, Art and Automobiles was a great success. If you aren't aware, AAA is a fund raiser for Hallie Hill Animal Sanctuary in Hollywood. It is a wonderful and very unique place. They have about 150 dogs and 50 cats. If their animals don't get adopted, they have a home for life. We had 18 club member cars at the event. Millie Horton with her 1936 Bentley Derby, 3.5L Park Ward body, came in first and John Scott with his 1937 MGVA, came in second for the British cars.

The Annual Picnic will be on Saturday July 6th at Palmetto Islands County Park at the Meadow Tent. We will be grilling hot dogs and burgers. We will be holding our July Monthly Meeting there. Go to our website for more details.

The next **Monthly Meeting** will be delayed a week as several of us will be on the drive to **Helen, GA**. It will be on **Saturday, June 15th,** at **Holy City Brewing, 1021 Aragon Ave in North Charleston**. This time it will be a lunch meeting, **starting at 11am**.

Planning for <u>British Car Day</u> on October 19th is going better than ever. Rich Fritz, Irene Breland and **John Scott** have been working hard to get a great showing of **Sunbeams**. We opened registration early as it really helps our planning to get cars registered as early as possible. So if you haven't registered, please do so early, it is much appreciated.

Our **Tech Sessions** continue. **Yank Sefton** drove down to get his Morris Minor Traveler. We had adjusted the brakes and I worked on his trafficators. The passenger side went up and down but the light didn't work properly. The drivers side didn't work at all. It did make some noises when I played with the stalk switch. I measured the voltage at the actuation coil and it was only 8 to 9 volts. This told me there was a problem in the switch. The **trafficator** itself had issues so I removed it. I fixed a break in the plastic and cleaned and lubricated the mechanism. I straightened out the wiring to the light and cleaned the electrical contact. It then worked great when directly connected to a 12 volt battery. I next removed the stalk switch and cleaned all the contacts. I also removed the passenger side trafficator to fix the light. After putting it all back together, they both worked great. Here is a link to a video in case you haven't seen one of these working:

https://www.britishcarclubcharleston.com/Trafficator.php



#### JUNE CLUB MEMBER BIRTHDAYS Justin Dillon 2 Alicia Jordan 14 Wayne Burdick 24 Eric Larson 6 Millard Smith 14 **Robert Morey** 24 **Brent Varitz** 7 Jack Lambert 17 Annie Steele 26 Patterson Smith Mike Speer **Debby Marindin** 7 18 28 Veresa Parker Rhonda Reeser Alan Walker 9 20 28 Jeffrey Dunlap **Amy Trowman** 10 Craig Ferrer 21 29 David Ploth Janie Pellegrini Jerry Bohle 22 14 29 14 Ralph Cozart Paige Romanick 22

#### PREZ SEZ (continued)

Unfortunately, when **Yank** went to leave, his front disk brakes were locked so he left the car. At a subsequent **Tech Session** we looked into it. The master cylinder seemed to operate fine and the fluid was clear and topped off. Something in the brake system was holding the brake pressure. If we cracked a brake bleeder to relieve the pressure, the car rolled fine until we again applied the brakes. The car has an aftermarket power brake unit. We disconnected the two lines to the power brake unit and connected them with a flexible line. That seemed to fix it but will are still looking into it.

#### **High Torque Starters**

We ran into a problem with a members **MGB**. The starter sounded terrible. It sounded like grinding metal-on-metal. A couple years earlier, the owner switched to a **Wosp High Torque Starter**. We had pulled the engine and transmission to fix a problem in the transmission. I'll talk about that later. When we separated the transmission and engine, we found the inside of the bell housing covered with metal dust. The teeth on the flywheel ring gear were extremely chewed up. The picture on the left below is what the gear looked like and the one on the right is a new gear. Note that you can clearly see that the gear has a flat on one side, the teeth don't go all the way across the gear.





The picture shown top right shows the original starter on the top and the high torque starter on the bottom. When the original starter is energized, the motor immediately starts spinning causing the gear to slide to the right, as the arrow shows. The gear engages with the flywheel gear and spins the engine.



The new high torque starter operates very differently. When this starter is energized, first a solenoid is energized. This moves the gear in the direction shown above to engage with the flywheel gear. When they are engaged, electrical connection is made to the starter motor and the gear turns, spinning the engine. This is like most modern cars.

The problem is that on some flywheel ring gears, the gear teeth don't extend the complete width of the gear. If the original starter is removed and replaced with a high torque starter, the starter gear will now try to engage with the flat side of the ring gear. It won't take long before the gear on the starter and the ring gear gets chewed up. On this **MGB**, since we were replacing the ring gear, we put the new gear on the flywheel backwards. With a new gear on the starter, the two gears should engage properly.

The moral of the story is, if you plan to change to a high torque starter, first remove your existing starter, only two bolts, and make sure that the gear teeth extend the complete width of the gear. If they don't you have two choices. Pull the engine and transmission, replace the ring gear and install it backwards and put it all back together, or don't do the swap. My 1958 MGA has had the original starter for 66 years and it starts right up every time. No reason to change.

At the time of writing this, a **Tech Session** to reassemble **Don Durham's MGB** transmission is a couple days away. The transmission had a very unusual cyclic noise when in first and reverse gears. When we pulled

#### PREZ SEZ (continued)

the engine and transmission and looked inside, there was one tooth on the first gear that had a bad chip out of it. The first and reverse gears are straight cut which makes the chip sound more noticeable. We disassembled the transmission to see what else needed to be replaced. When we pulled the layshaft, one of the three needle bearing sets came spilling out. After collecting the needle bearings, it was noticed that one needle was different than the others. This caused play in the shaft and created noticeable wear in the layshaft. So new bearings and a layshaft were ordered. The other bearings were good as were two of the three syncros. A new syncro was ordered along with new gaskets and seals.

As I was writing this, I got a call from club member



**Justin Dillon**. He was driving down **Bees Ferry** and his left rear brake locked up in his **TR6**. After trying to unlock it by applying the hand brake, he had it towed to my place. So, we had a few cars to work on Friday, a couple days prior to you reading this.

Safety Fast, Dave

#### **VP'S CORNER** by Richard Fritz

#### Take a Chance... Let's Dance!

I've had several comments on my **VP Corner** from the **May** *Windscreen*. All positive which I'm happy to say. And to reiterate that message, I believe it is important for all of us to recognize, and nurture **LBC owners** who may feel uncomfortable or embarrassed about their car's quality and are reluctant to take it to a car show. This is what we want to dispel by encouraging every **LBC owner** to bring their so-called 'wall flower' to the dance, no matter the condition.

Here is an email I received from **Eric** and **Mandy Larson**, new **BCCC members**, who knew exactly what I was talking about:

Good morning. I just read your "Welcome to the Dance" article in the Windscreen. I consider myself what you described as a wall flower in the LBC community. I acquired my '71 Triumph Spitfire Mk IV last fall. I am so excited that I own this little [British] car and I'm having a blast driving it. It needs a good bit of cosmetic work. There are a few dents and a bunch of paint issues, but overall, it looks fantastic... from a distance. I'm tinkering, but I'm no expert. I also readily admit that a full-on, frame off restoration is not in my current budget. I plan to get it looking



better in time. This is a marathon for me, not a sprint.

That said, I'd really like to take the car to some events, but I worry that most people will look at mine next to all the shiny, fully restored masterpieces and wonder what the heck mine is doing there. I know for a fact that ribbons and trophies are not coming my way for a long time. That's not why I want to take part. Like you said in the article, I'd like to show my car and talk to others with a story about this marque.

Just about every time I drive my car someone stops me and says they remember their Dad had one or they haven't seen one in years. That's why I wanted this car. It's a connection with the past, a great memory, maybe a better time in life. Those are the moments I'm after. A wave, a

#### **VP'S CORNER** (continued)

smile, a great story.

I'm sure that I'm not the only one in the club who feels this way. After reading your article I thought that you were the best person to ask the question that's been on my mind since registration for the **BCCC British Car Day** opened. What exactly is required to be classified in the **"Diamond in the Rough" class**? I can't seem to find any official definition for this class. Would my 53yr old, unrestored, survivor with a few dings qualify? I just don't know if I qualify to register to be included in the show or just to park in the visitor parking lot. Your advice would be greatly appreciated.

Respectfully, Eric Larson

#### This was my reply to **Eric** and **Mandy**:

I am very happy to know that this month's **VP Cor**ner message in the Windscreen struck a chord with you because of your interest in vintage cars. The **BCCC Board** has talked about getting more of our Club members, and other **Little British Car owners**, out on the dance floor. It is a particularly important aspect of LBC ownership that's bugged me for years. I wrote the 'dance' article for one purpose... to get to people like you who want to participate, but may be reluctant because their 'pride and joy' isn't what people might consider a show car. On the contrary, every LBC is a show car because they represent an era of automobile inventiveness and discovery that may never be seen again. Yes, we may, one day, be flying around in our cars, but the creativity and mechanical ingenuity of bicycle manufacturers in the 1880's is what led to the automobile; it's what got this hobby started.

I am glad you contacted me about your **Spitfire**, and **Club Members** will be more than gracious to talk to you further about the 'marathon' you've entered, but for now let me say you should register your car in our **British Car Day** and specify it be placed in the '**Diamond in the Rough'** category. Your car does not belong in the spectator lot! Put it where people will see that you've committed to a project that will be personally fulfilling and meaningful to you as you get involved with the **Spitfire's** storied history and your connection to it through past memories and future dreams.

Welcome to the Dance... Rich

This is what brought **Eric** and **Mandy** to the **BCCC**. They are interested in talking to others about their memories of a **Spitfire**, and creating new memories for themselves. **Eric** has been to **Dave's Garage**, and is familiar with the Club's technical skills and capabilities, which helped him realize that through the Club he can restore the prestige of his **Spitfire** with a little help from his friends.

This is the type of interaction we all need to cultivate within the Club. We are ambassadors of our LBC's heritage and their perpetuation. We need to make these cars memorable for the people who attend our car shows, preserve their history, and stimulate interest in these cars for the future of the British Car hobby.

BTW: **Eric** and **Mandy** registered their **Spitfire** for our **BCD** a few days later.

Rich

#### **ANIMALS, ART & AUTOMOBILES**



Bill Walsh, Channel 5 News, checks out John Holbrook's 1978 Spitfire at this year's Animals, Art & Automobiles event. See pages 12-15 for more photos.

#### **BCCC MAY 2024 MEETING**

by Millie Horton

The weather gods were with us as 50+ members gathered at Rutledge Cab Company on May 11 for our monthly meeting and breakfast. It was a "trial run" for a buffet to attempt to deliver hot food faster. Some could choose a la carte, in my opinion, the better way to go. But then Club info and a chance to get our LBCs out, plus camaraderie were why we really were present.

**Dave** asked if new members were present, but alas, on a Saturday in Charleston, there's lots vying for people's attention. The Club is now **207 members** strong; we need everyone's help to make our **39th British Car Day** a winner. Following up on a *Windscreen* article by **VP Rich Fritz**, **Dave** encouraged every British car to register for **BCD**; we are not a Concours. Every entry can educate the public and show our enthusiasm for the hobby.

A call went out again for members' cars to enhance the **May 18th Junior/Senior prom** with its "Classic Hollywood" theme. If your car can add to the festivities, please let **Dave** know and plan to arrive at **Palmetto Scholars Academy** between 5:45pm and 6 pm. They would like for you to stay until 7-7:30 pm. Let's give these teenagers something to talk about; they might be the future of our Club.

An upcoming **Tech Session** on **Don Durham's** transmission and starter ring gear was announced. I certainly hear high praise for what's accomplished at these gatherings; these guys have a ball!

Past events were reviewed including the Carolina British Classics car show at the Historic Columbia Speedway which fielded 140 British cars. Of those, 28 Sunbeams were present—the marque for our October show's Spotlight group. BCCC members garnered 7 awards. Go team!

The Annual Animals, Art, and Automobiles was held at Charles Towne Landing (May 12th) to benefit Hallie Hill Animal Sanctuary. The Club Drive to Helen, GA (June 5-9) is fully booked, a testament to the destination and our fearless Event Coordinators, Mike Caristi and Gene Carter, along with President Dave Rosato, who can fix anything!

A location to hold our **Annual Picnic** has been

found. Last year's picnic hosted by **Pat** and **Ken Kreuzer** at their **Summervill**e community was a smashing hit.

On Saturday, July 6th the BCCC Annual Picnic and Monthly Meeting will be held at Palmetto Islands County Park. We will be at the Meadow Tent near the Big Toy Playground.

The target date for our **Christmas Party** is **Saturday**, **December 7th**.

British Car Day (Oct. 18 & 19) is shaping up to be memorable. The Sunbeam Spotlight committee of Irene Breland, John Scott, Rich Fritz, and yours truly have been at work scouring wonderful examples of the marque to present an educational timeline. Friday will consist of a drive to Hopsewee Plantation near Georgetown, SC with a tour and box lunch followed by a Friday Night Reception at Hyatt Place at Towne Center in Mt. Pleasant which can accommodate 150 people. Rooms have been blocked there for any out-of-towners; it's just a few miles away from our show at Palmetto Islands County Park. Volunteers are needed to make this a memorable day. Please email Dave to sign up or add your name to the sign-up list at our next meeting.

Note: our **June Meeting** will be on **June 15th** (a week later than usual).

Enjoy the last of the Spring months in your LBC before our hot weather arrives.

Millie Horton, Secretary

#### **WELCOME NEW MEMBERS**

**Dwayne and Gayle Bell** 1950 MGTD

**Chuck and Nicole Giroux** 

1990 Jaguar XJ-S 1996 Jaguar Vanden Plas

We Look Forward to Many Happy Miles Together!



Palmetto Islands County Park, Mt Pleasant, SC • 11AM-3PM FREE to the Public with Park Entrance Fee

#### **HOLLY HILL FLY-IN CAR SHOW**

Saturday, May 4th











## **HOLLY HILL FLY-IN CAR SHOW**

(continued)













www.britishcarclubcharleston.com

#### **HOLLY HILL FLY-IN CAR SHOW**

(continued)













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#### **ALE & OCTANE**

Sunday, May 26, 2024





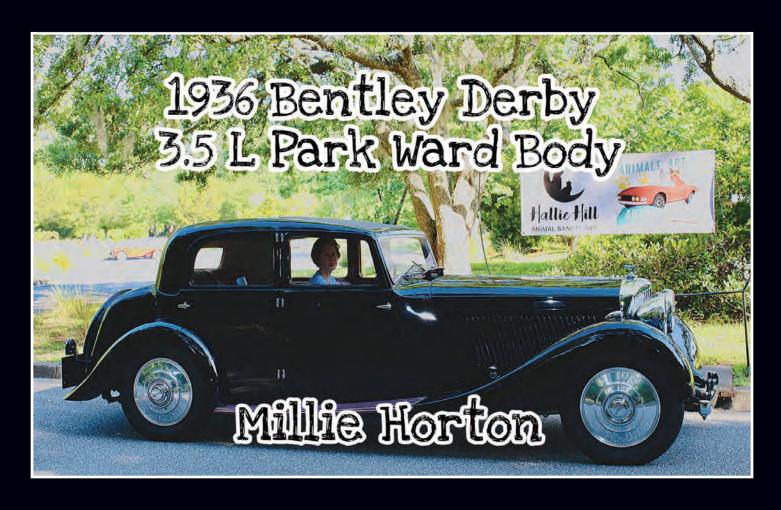






### **ANIMALS, ART & AUTOMOBILES**

Charles Towne Landing, May 12, 2024





# First Place British



### **ANIMALS, ART & AUTOMOBILES**

Charles Towne Landing, May 12, 2024





# Second Place British



















































#### **COVER CAR STORY**

"Kreacher and 'Alf" 1968 Riley Elf MKIII and Hand Made Cargo Trailer by Brian Smart

The Riley Elf is a variant of the Classic Mini, also sharing body panels and trim with the Wolseley Hornet. Only about 30,000 of these cars were built from 1961 to 1969. This is my first Mini of any kind, and only the second British car I've owned. The first was way back in the 70s when I was a teenager. I had a 1971 Plymouth Cricket, known in the UK as a Hillman Avenger. I didn't realize at the time what it was, except that it was really hard to find parts for.

I started to be interested in finding a Mini after seeing them driving around Charleston when Mini Meet East was held here in 2002. I found my Elf on Ebay in June 2005. It didn't look too bad from 10 feet



2007 British Car Day before upgrades.

away. It ran, but needed a new radiator and water pump, as the engine was full of rust and overheated very quickly. As far as I could tell, it had the original 998 motor and original interior. The body had gotten some pretty extensive welding done at some point, as the lower rear panels had been patched, the wings



Tail of the Dragon 2009.

#### **COVER CAR STORY** (continued)

1968 Riley Elf MKIII

and front panel replaced. The proper Elf doors had also been replaced at some point with blue ones. The rattle can spray job was uneven, especially the doors, which looked sort of purple. It had a mismatched set of tires on a matched set of Mini Special alloys. With a new set of 10 inch Kumho tires, I drove it this way from 2005 until August 2008 when the swap bug hit me and I dropped it off at MiniTec in Royston, Georgia.

After driving the Elf for a couple of years with the bad paint and stock engine and weak brakes, I wanted to make improvements. This was the only SBC I had ever driven, and I liked the idea of using a small motor that would drive reliably and get good mileage, while having as much stock horsepower as a highly modified A-Series Mini. I've since seen other classic Minis with engine swaps, and I'm convinced that the single cam D-Series VTEC with around 130 HP is a good combination of usable power and reliability. I'm pretty sure I chose wisely, as this swap seems to have become the most popular one, and is now being done by a number of outfits in several countries.

At first I considered doing a B-Series Honda VTEC which at the time would have involved extending the nose of the car and doing a flip front. That would have been a lot of work with the Elf front end. After talking with BJ from MiniTec at Mini Meet East 2007, I decided to do the D-Series swap which would not require any permanent body hacking. I had the minor bodywork and paint done, although I left the interior to do myself. I picked it up in February 2009, in time to drive it to Orlando Florida for Spring Thing.

The car now has a 1600cc Honda D16Z6 SOHC VTEC engine and 5-speed trans on a MiniTec MTD subframe. It has billet aluminum 9.5 inch disc brakes on the front, 13 inch wheels to clear the calipers, Wilwood pedal box and Tilton remote master cylinders. The rear brakes are upgraded to aluminum Superfin drums. The original Hydrolastic suspension was replaced with coil-over shock suspension in front and Hi-Los with steel coil springs in the rear. The reworked fuel injection system includes a 15 gallon cell with external pump.

The only body mods are the 90's era Rover Mini

Sportpack style wheel arches to cover the slightly wider tires, and the two additional cooling grills added and painted body color to blend in. The wheels are 13x6 Australian Performance Superlites, currently running Nankang AS-1 175/50R13 tires. I'm using a set of US Export Austin 1100 taillights because I like the red lenses top and bottom. BMC used a lot of interchangeable parts through the years, and figuring out what parts are interchangeable is an education in itself.



Paint booth 2008.

I tried to get as close as possible to the factory correct colors. The RD-5 paint code for the Damask Red was an obsolete code in the states, but it came up as Blood Red, so I decided to go with that color. The top of the car was Old English White when I got it, but is now the correct Whitehall Beige. The now 15 year old paint is holding up pretty well, although it's sporting some wear and tear. But that's what happens when



Winona, Minnesota 2009.

#### **COVER CAR STORY** (continued)

1968 Riley Elf MKIII

you drive your car.

I've tried to keep the interior as close to stock as possible, with the exception of the seats, which I replaced with leather high-backs from a Mazda Miata MX-5 that I dyed red. I've replaced the rear seat cover, but the door cards and headliner are still the originals. I installed Auto Meter electronic tach and speedo, water temp, fuel, and oil pressure gauges in a custom wooden dash that I patterned after the original Elf dash. The 14 inch black leather Mountney steering wheel has a custom Riley center badge.

I drove the refreshed Elf to Townsend Tennessee in April 2009 for the CMU Mini 50 Party in the Smokies.

While driving on the Dragon's Tail I gave my Brit friend Alex Kinsman a ride. I hadn't named my car at that time and Alex informed me that Elfs must have proper



Mini Magazine 2010.



#### **COVER CAR STORY** (continued)

1968 Riley Elf MKIII

Elf names. After some thought I settled on the name of Kreacher, the grouchy ill-tempered house elf from the Harry Potter movies. Alex thought that was right on the mark, and said that the car would let me know if the name fit. Literally within hours, Kreacher threw a spring from the clutch pressure plate and needed to be towed home to the shop for a new clutch.

When I was in Oshawa Ontario, Canada for Mini Meet North, Kreacher tried to let me know that it is still a BMC car at heart. I pulled up to a stoplight in downtown Oshawa in the driving rain on a Sunday morning, and it blew the main fuse and died. I used up all the spare fuses I had trying to get it to run again with no luck. So I got acquainted with a variety of interesting people on the street corner while waiting for a trailer to tow us back to the Mini Meet. I finally figured out that the problem was a short between the main fuse block and the body and got it running again just as the rain finally stopped.

The first year I had Kreacher on the road the car won First Place awards at Spring Thing in Orlando, CMU Mini 50 Party in the Smokies, Mini Meet North at VARAC in Ontario, Mini Meet East-Meets-West in Winona Minnesota, got a run around the track at Mid-Ohio, and was photographed for Mini Magazine and Mini World Magazine (UK), and MC2 Magazine (USA).

The idea for 'Alf, The Half-Elf trailer came around the time I first found Kreacher and decided that a car-based trailer would be fun to have. I found a completely trashed Elf on Craigslist in Georgia, and with help from Eric Gibeaut, drug the car out of a pig pasture, cut it up for parts, and kept the rear half to use as the start of my project. After ten years of collecting parts, I cut it up the rest of the way and started welding it back together into its new form. In addition to the original rear half of the car, I had to scrounge and adapt Mini front wings, grill panel and scuttle, a bonnet and boot lid and front and rear bumpers. The inner structure and floor has lots of flat steel from old filing cabinets, as well as an old garden trailer. The only non-steel part is the fiberglass roof that I made to cover the gap between the boot and



Cars at Kiawah River 2023.

bonnet. The trailer rides on 12 inch Minilite wheels on stripped down original radius arms and classic Mini coil-over shocks mounted on remnants of the original rear subframe.

Most answered questions about Kreacher:

- No, it's not an original Mini Cooper.
- No, your aunt does not have one just like it, but it's a 2012.
- No, it's not a clown car. Why, do you need something to drive to work?
- No, the engine is not what it came with from the factory.
- No, it doesn't need a turbo.
- Yes, I really do fit inside.
- Yes, it is full size.
- Yes, it really does go.
- Yes, it is a blast to drive.

#### And about 'Alf:

- No, you couldn't buy this from the factory.
- Yes, I did make it.
- Yes, the lights all work.
- No, the roof doesn't "do" anything. It's just a roof.
- No, I should not turn it into a BBQ.

#### **Brian Smart**

#### LANE MOTOR MUSEUM | NASHVILLE, TENNESSEE

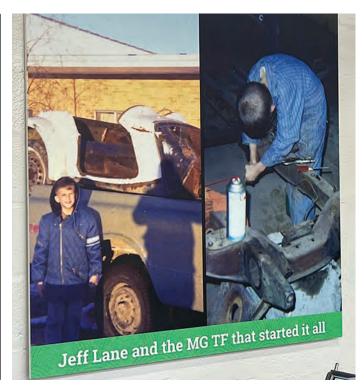
by Bill Thorsby

ello folks, this is **Bill Thorsby**. My wife and I had the opportunity to spend a few days in **Nashville, Tennessee** recently. We ran across a really cool Auto Museum called the **Lane Motor Museum**. We even had the fortune to meet the owner, Jeff. His first personal car was given to him at the age of 12 by his father and delivered in parts in the bed of an old pickup truck. He still owns that **MG TF** and it's on display at the museum. The collection of mostly European vehicles totals over 500.

I was really surprised to find an **MG Metro**. Made in 1985 it was a **Group B Rally Car**. It won its rally in **Ireland** in **1986**, before being banned the following year. So one year wonders are a treat to find and see.

Another cool thing was finding a **Fiat 850** similar to the one I owned back in high school. Although a different color it was a treat to see one again.

I highly recommend if you're in Nashville, take the time to look up the Lane Motor Museum and spend a day touring it.





### LANE MOTOR MUSEUM | NASHVILLE, TENNESSEE

(continued)



#### 1985 MG Metro 6R4 Group B Rally Car

As featured in Forza Horizon, DIRT Rally, EA WRC

The Metro 6R4 Group B rally car was designed and built under contract by Williams Grand Prix (Formula 1) Engineering. Unlike other top rally cars at the time, it was naturally aspirated rather than turbocharged. Acceleration is zero to sixty in 2.5 seconds. The 6R4 is powered by a rear-mounted, OHC 3-liter, fuel injected V6 engine. In this configuration, power was rated at 400 – 410bhp from the factory, although this updated spec is closer to 450.

The 6R4 won one major rally, the 1986 Circuit of Ireland Rally. Just as developments were beginning to make the car successful, Group B rally cars were banned from competition in 1987 due to safety concerns.









#### 2024 DOBSON GATHERING – APRIL 20, 2024

by Richard Fritz

The 39th "Gathering" of British Cars from all over the southeast, sponsored by the Triumph Club of the Carolinas, was held at the beautiful Shelton Vineyards in Dobson, NC from April 19th to 21st. The weather at the vineyards was a bit cool and overcast during the morning hours, but the sun did break through for the remainder of the day. I'd say the weather was perfect of a British car show with 302 cars registered.

There were several events centered around Saturday's car show that included a **Blue Mountain**Tour, a **Wrench Racing competition**, a **barbeque banquet**, and an **auto-cross** on Sunday in the rain.

My focus was on the car show taking pictures and making observations as I covered this vast event.

The Gathering is a Triumph Club show and there were many



TR 3's, TR4's, 250's, 6's and 7's to admire as they perched on the hill in front of the Winery's Events Center; however, MG made the strongest showing with at least a million cars on the field. There were MGA's, B's, C's, and GT's in chrome and rubber bumpers, as well as Midgets. Included in the MG registrants were well appointed TC's, TD's and TF's, but one stood out, in my opinion. It was

Joseph Greene's unique 1937 MG-M which he restored from the ground up. He won First Place in the Historic MG Class. A very cool car that received a lot of persistence and dedication from Joe, which came through loud and clear by the way he spoke about the car.

But there was a lot more show to take in with **Austin Healey's** and **Jaguars** sharing a large section of





#### 2024 DOBSON GATHERING - APRIL 20, 2024

(continued)

the vineyard. What a beautiful collection of classic sports cars placed on a picturesque hillside creating a scene not often experienced.

On the lower part of that hillside were Lotus, Morgans, TVRs, Sunbeams, with Lions, and Tigers, and Bears... Oh my!

And then I came upon the **Minis** and Minors... quite a collection of wonderful LBCs.

I believe Eric Gibeaut and I were the only **BCCC** members in out with the **Grand Strand** folks though, and had dinner with the Midlands Center Club members where we talked about our **British** Car Show in October.

There were only three Sunattendance, but I did get to hang | beams being shown out of five













#### 2024 DOBSON GATHERING - APRIL 20, 2024

(continued)

registered which was a bit disappointing for me. Anyway, my Alpine GT did manage to win a **2nd Place Award** being shown up by a bright red '66 Tiger owned by a fellow TE/AE member, Fred **Caldwell** from **Camerton**, **NC**. The other **Sunbeam** present was a '66 Alpine owned by Steve Kirk from Holly Springs, NC.

This was the first time I attended the Gathering at Shelton Vineyards; it was a magnificent location with an impressive array of | Rich

automobiles. Keep this show in mind for 2025; you won't be disappointed, but book your hotel early because the block rooms fill up fast. 🏶













## 2024 DOBSON GATHERING - APRIL 20, 2024

(continued)















#### **LBC TECH**

by Frank Wissman

# Justin Dillon's TR6 Right Rear Wheel Lockup Tech Session

The May 31st tech session was a busy one. Here is a partial list of attendees: **Dave Rosato**, **Will McPhee**, **Frank Neill**, **Tom Meservey**, **Mike Caristi**, **Don Durnam**, **Parrish Chaplin**, **Justin Dillon** and his brother **Brandon** from **Houston** to celebrate **Justin's June 2 birthday**. While we were enjoying two boxes of donuts (thanks, **Tom** & **Don!**), **Parrish** came with about 30 laminated 11x17 wiring diagrams for every variant of **MGB**, **MGC**, and **MGB-V8** that he generously donated to the garage. Wonderful and thank you!



The first order of business was to get Justin's TR6 in the garage. It was towed to Dave Rosato's earlier in the week after the right rear wheel locked up with no warning. The car was left on the gravel driveway by the garage and we pondered how to roll & drag it inside. The best bet was to jack it up and put a mover's dolly under the locked-up tire. We did, and could not push it at all, so Dave hooked up his lawn tractor and started to pull it. All that did was bury the dolly into the gravel, so many planks of wood were placed to make a road for the dolly.

It worked well enough to get the car on the paved driveway where we could finally push it up to the garage, and that's where a wheel of the dolly snapped off.





So, we placed the floor jack under the differential and while pulling the jack and people pulling and pushing the car, we were able to get it in place to be raised by the lift.



#### **LBC TECH**

by Frank Wissman

# Justin Dillon's TR6 Right Rear Wheel Lockup Tech Session (continued)

Taking off the wheel and brake drum showed that the axle could be separated from the differential, so **Mike** and **Parrish** dove in, although not being able to turn the axle to access two of the flange bolts slowed things down. Parrish pulled out the axle and here is what we found:







The outer bearing had been destroyed, the bearing spacer had galled to the axle, the inner bearing was junk, etc., so online parts diagrams were referred to, cross-checking of parts and quantities confirmed, and the old axle was put back in. Sure, the wheel was loose and wobbled because the bearing was missing, but still, it was progress! Now the car can be rolled out of the garage while parts are ordered. Next month we should have the repair complete.

#### Frank

# Please Renew Your BCCC Membership for 2024

if you haven't already

New members after Sept. 1, 2023 are extended until the end of 2024

#### **LBC TECH** by Bill Thorsby

#### May 21st Tech Session at Rosato Garage Pam Brown's 1978 Triumph Spitfire and Ray Melo's 1972 MGB

Dave Rosato held a Tech Session on May 21, 2024. There were 7 BCCC Club Members present. Pam Brown's 1978 Triumph Spitfire was blowing fuses, so Dave Rosato and Gene Carter did some trouble shooting. They looked at the windshield wiper motor and found we needed to order a part for it to work properly. Dave started to replace bulbs with the newest ones he had but found Pam's original lights were brighter, so left them as they were. Also, they proceeded to install a new set of seat belts but











#### **LBC TECH** by Bill Thorsby

#### May 21st Tech Session (continued)

found **Moss** sent the wrong ones! Order again. So not very productive. **Pam** will return once she gets the new parts. **Frank Wissman**, **Otis Engelman**, **Tom Meservey**, **Allen Morgan**, and **Ray Melo** worked on **Ray's** beautiful **1972 MGB**. They installed an electrical fan. Easy. Although early, we took a lunch break that **Pam** brought which was definitely appreciated by the crew. Thanks to all for giving your time to fix two of the BCCC club members cars. We'll be back!

#### **Bill Thorsby**







#### **GET 'EM HOOKED. START 'EM YOUNG!**



Frank's 9 month old grandson, Henry Neill, in training for future BCCC Tech Sessions.

#### **LBC TECH** by Frank Wissman

#### **Fixing Loose Light Bulbs**

Earlier this month, **Dave Rosato** figured out that one of the tail-light sockets wasn't making a connection with the center contact. This center contact is pushed against the bulb by a spring underneath – **Dave** discovered that pushing on the wire from the back made the connection, so then **Dave** stretched the spring to give better contact and it was fixed.

Later **Gene Carter** and I were looking at **Tom Meservey's MGB** left rear turn signal that wasn't working. But nothing made sense; the center contact was good, we stretched the spring, we added a ground jumper to the housing, but nothing worked. **Gene** noticed the bulb seemed a bit loose in the socket and was going to shim everything up with aluminum foil, but Tom said he already tried that. Well, we had spare bulbs and nothing to lose, so I added some solder to the pins and filed a little, tried





to fit the bulb in the socket, and filed some more. It worked – but it begs the question are bulb bases getting smaller?

**Frank** 





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**BCCC logo front license plates** are available, as well as **Key fobs**.

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**1977 MG MGB MK IV ROADSTER** - Cobalt blue paint over tan interior with chrome bumpers. 8,560 miles. New Weber32/36 carburetor, renew exhaust system and vehicle inspection at Charleston Import Automotive. New top cover, tonneau bow bar, shift boot and MGB trunk mat. New Kinergy S Touring 185/70R 14 tires. Asking **\$12,500.00**. Contact John Stick at <u>Stick@msu.edu</u>











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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, <a href="ferolvernon@gmail.com">ferolvernon@gmail.com</a> Asking \$14,000.00









#### **FOR SALE**

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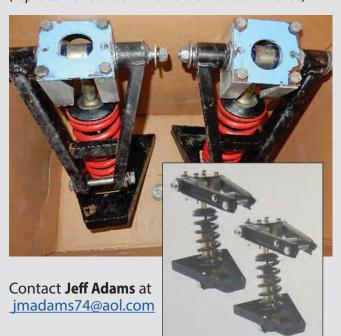


**1974 MGB** - This is a true chrome bumper car not a retro fit like some. Everything on this car works. I had the head re-built a couple of years ago. It has original tire jack and owners manual which you don't see often. Asking **\$16,500**. Contact **John Geddings** at johngeddings@bellsouth.net

**WANTED** – A later **MGB 5 main bearing engine / short block** in reasonably good condition. Contact **Scott Ramstadt** at <u>srramstadt@aol.com</u> or call **843-814-3119**.

# Moss Motors MGB Coil-Over Front Suspension Kit.

Complete kit (used) that was installed on a **1965 MGB roadster**. The kit is complete, but would be very useful for parts, particularly the adjustable GAZ shocks that are fairly new. **\$350.00** *for all* (replacement shocks would be more than that).





**1975 MGB** - Complete restoration in 2000 by John Twist. New interior, engine rebuild, dual carb conversion. Current mileage ~120,000. Car located in Hollywood, SC. Asking \$3,000.00 OBO. 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. Picture shown is 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. Will also consider trade. Call **Dennis Pieschke** at (313) 310-1802 for details.

#### **JUNE 2024**

See the BCCC Events Calendar at <a href="https://www.britishcarclubcharleston.com/Events.html">https://www.britishcarclubcharleston.com/Events.html</a> for up-to-date events.

Sun	Mon	Tue	Wed	Thu	Fri	Sat 1
2	3	4	5	6	7	8
9	10	11	12	13	14 Flag Day	15 9am - Ilam Sea Islands Cars and Coffee Ilam BCCC Monthly Meeting at Holy City Brewing
<b>16</b> Father's Day	17	18	19	20	21	22
23	24	25	26	27	28	29
30	1	2	3	4 Independence Day	5	6 I0am BCCC Annual Picnic and Monthly Meeting at Palmetto Islands

#### Have a suggestion for a place you'd like to visit?

Contact Mike Caristi at <a href="mailto:caristikm@bellsouth.net">caristikm@bellsouth.net</a> or Gene Carter at <a href="mailto:caristikm@bellsouth.net">caristikm@bellsouth.net</a> or <a href="mailto:caristikm.net">caristikm@bellsouth.net</a> or <a href="mailto:caristikm.net">car

#### **BCCC FOUNDED 1983**

MEETINGS HELD THE SECOND SATURDAY OF EACH MONTH (Unless otherwise specified)

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