



The WINDSCREEN

A Monthly Publication of The BRITISH CAR CLUB OF CHARLESTON

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SEPTEMBER 2024



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PREZ SEZ by Dave Rosato

I want to say **welcome** to our six new club members. Currently we have **218 club members**. When **Pat Faulkner** registered, he listed **BMW, Volvo** and **Lexus** for cars. That was cool since we don't require club members to own a British car. **Pat** came to a **Tech Session** days after registering and caught the bug. He immediately started looking for a British car. **Pat** had a ball driving **John Stick's 1977 MGB**. I had mentioned to him that I was interested in possibly getting a **TR4a**. At the time of writing this, **Pat** has a lot of interest in buying a gorgeous **1964 TR4** in **Orlando**. I can't wait to see it.

Our **Monthly Meeting** at **Garage 75** last month had **74 in attendance, a record**. A couple of members even brought friends who were interested in the club. The Monthly Meetings are a time where we can all get to know each other a little better. I received a lot of positive feedback on the new venue. I met with **Jason**, the manager, after the meeting and told him that we plan to have the **September meeting** there. The menu will be the same but they are adding to the wait staff and plan to streamline order taking. Like last month, please let me know how many will be attending and which menu option you would like. [The choices are on our website.](#)

I'm registered for **Autumn in the Mountains** on **September 21st**, sponsored by the **British Car Club of Western North Carolina** and **BRITFEST** on **October 5th**, sponsored by the **Grand Strand British Car Club**. We have a cabin in western NC so we will be staying there for **Autumn in the Mountains**. We will be driving to **BRITFEST** the morning of the show. If you are going and want to caravan, please let me know.

We have the **End of Summer Drive** planned for **September 28th**. Let **Gene** and **Michael** know if you will be attending. We will be taking a leisurely drive through **Francis Marion National Forest**.

We have **70 cars registered** for **British Car Day** so far. We have **12 Sunbeams**, **80 going to the reception**, **29 cars on the Friday drive**, **35 going on the Hopsewee tour**, and **44 having box lunches**. We will have some **new club regalia** items at the show, folding chairs with bags, baseball hats, umbrellas, microfiber towels, 6-pack lunch cooler and stainless-steel travel

mug. We will be giving **door prizes** as well. We're looking for items for the **Silent Auction**.

Tech Sessions

It's been a busy month, but not for **Tech Sessions**. We should have more in **September**. Last week we did an oil change and brake bleed on **Gordon Joczik's MGB GT**. After that, I noticed that the gap between the Pertronix electronic ignition and the magnetic sleeve was excessive. The installation kit comes with a plastic feeler gauge that is 0.030" thick. His gap was about 0.125". The holes in the Pertronix base plate needed to be expanded to get it closer to the sleeve. I removed the sleeve to help with the installation. We gapped it correctly then started the engine. It started right up but sounded terrible, like it was running on two cylinders. I got my timing light which in fact showed it was running on two cylinders, numbers 3 and 4. I had a Pertronix unit so we removed his and replaced it, again removing the sleeve to ease the installation. We started the engine and again it sounded terrible. The timing light showed again only sparks on two cylinders, but this time numbers 1 and 2. How can that happen!!! After a while of contemplation, we removed the sleeve. I put a screwdriver up to it and noticed only

WELCOME NEW MEMBERS

Patrick and MaryBeth Faulkner
1964 TR4

Darrell Johnson
1952 MGTD

Kerry and Carol Koon
1972 Lotus Elan

Pam and Greg Middleton
MGB

Warren Southerland and Cindy Monroe
1969 MGB GT

Greg and Patti Zerkel
1960 Austin Healey Sprite

We Look Forward to Many Happy Miles Together!

PREZ SEZ by Dave Rosato

two places were magnetic. When I flipped it over, I noticed two magnets were missing. Putting the sleeve in a different orientation defined which two cylinders got the spark. Fortunately I had a new sleeve which solved the problem. We put Gordons original Pertronix back in with the correct gap.

Charleston Symphony James Bond tribute update. I had sent out an email last month looking for club members who wanted to show their car at the **Charleston Symphony James Bond tribute** next March. I got a wonderful response. I sent the contact information to them. A couple weeks later I got an email to let me

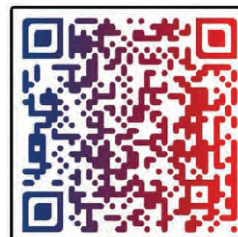
know that the grass field in front of **Charleston Gailard Center**, where the concert was to be held, was being used by another group. So instead of the cars being upfront on the grass, they would have to be in parking spaces on **George Street**. I replied that the effect would be lost having the cars out back of the center. They said the city would block off the parking on George Street and they could have a red carpet leading to the cars. They are looking for other options. Please let me know if you have any comments or suggestions. 🇺🇸

**Safety Fast,
Dave**

The screenshot shows the Lands' End Business website. At the top, there's a red header with the phone number 1-800-587-1541 and a HELP link. Below the header, the Lands' End Business logo is on the left, and a search bar is in the center. To the right of the search bar are links for 'Hi, Sign in MY ACCOUNT' and 'BAG 0'. The main content area features a grid of various colored shirts (black, red, pink, blue, purple, white, light blue, dark blue, grey, green) under the heading 'MEN WOMEN PROMOTIONAL PRODUCTS'. To the right of the shirt grid is a 'TRACK ORDER' link and a photo of a smiling couple. On the left side of the main content area, there's a welcome message: 'Welcome to your one-stop shop for high-quality shirts and legendary customer service. Everything in your assortment is built to last and designed to keep you comfortable all day long. Enjoy shopping for your Club apparel!' Below this message is the BCCC logo, which is a circular emblem with a Union Jack and the text 'BRITISH CAR CLUB' and 'CHARLESTON, SC'. At the bottom of the page, there are several links: 'CONTACT US >' (1-800-587-1541, Monday-Friday 7am-7pm CT), 'CUSTOMER SERVICE' (Shipping, Order Status & Tracking, Privacy Policy, Terms of Use), 'SERVICES & RESOURCES' (Team Sizing Tool, California Transparency Act), 'BEHIND THE LABEL' (Returns), and 'BROUGHT TO YOU BY LANDS' END BUSINESS'.

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

Point your camera at the QR Code to go directly to Land's 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 LAND'S 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.

VP'S CORNER by Richard Fritz**Tonneau or Not Tonneau**

I decided to install a tonneau cover on my Alpine. I had this new tonneau in its shipping box sitting on a shelf in my garage for over a year. Since my Alpine wasn't fitted for a tonneau following its restoration, holes had to be drilled into the car for the Lift-A-Dot studs, and the clips had to be attached on the cover. I purchased a Lift-A-Dot cutting tool and a thick rubber cutting mat to punch the clips into the cover. And, just to make sure I didn't screw up the stud hole drilling, I bought a set of really good steel-cutting drill bits. All the tools were gathered, and several more months went by while analyzing the job, and built up my courage to drill holes in my car.

I knew I was suffering from analysis-paralysis and finally stopped making excuses and came to grips with my fear. The next day I was outside fitting the tonneau to the existing studs on the defroster vent covers at the base of the windshield. I pressed the vinyl cover on studs and marked the point with an awl. I laid the cover on the driveway, placed the rubber cutting mat under the marked punch points, lined up the cutting tool, and whacked it with a 5-pound hammer. It made a very nice hole for the stud, and the 4-tabs on the Lift-A-Dot clip. That was pretty easy, and so were the other 3 holes made for the front of the tonneau.

It was a typically hot July day, so I left the tonneau cover on the 90° concrete driveway to soften the vinyl. While the vinyl was cooking I put the hardtop on the car to mark the area where the rear studs would not be located. Painter's tape was applied, and the rear stud implant line was established. With the hardtop removed, I picked the medium-rare vinyl tonneau off the driveway and quickly snapped

it in place on the dash vent studs. Stretching it to the rear, I marked the location of the rear studs with an awl through the vinyl and into the painter's tape being careful not to slip and scratch the paint. And then, with the tonneau on the floor, I started to punch holes for the rest of the Lift-A-Dot clips.

The hole punching and the clip attachment went well. Now, it was time for the dreaded drilling part of the project. I selected a 7/64" drill bit and, without hesitation, began drilling 8 holes in the car. I could see the sweat drops falling on the paint surface and my eye glasses as I drilled and moved around the car. Each one was a new and painful experience; however, it was done without any mishaps to the paint.

Now that there were holes, it was time to insert the studs. I used a 1/4" rubber washer to keep the studs off the paint and help keep water from getting into the hole. All was going well, and then disaster struck.

In my effort to get the stud tight with some compression of the rubber washer, a stud snapped off the screw. Fortunately, I had extra studs but that was the least of my problems. How do I get the broken stud out without risking paint damage. I needed an easy-out small enough to work, but I didn't have one, so I went hunting for it.

I went to Lowe's... nothing that small. The Lowe's guy said a new Harbor Freight just opened in Moncks Corner about 5 miles up the road. Once in Moncks Corner, I couldn't find Harbor Freight because it wasn't built yet. I went to the Tractor Supply store. They were useless. The only employee in sight was the cashier. She didn't know the difference between an easy-out and a rectal thermometer.

The next stop was Fastenal on the other side of town. They had an easy-out in a size that would work. It was \$4.24 but I couldn't buy it. It seems that Fastenal Company Policy requires a minimum purchase of \$25.00. I couldn't convince the Fastenal guy

I knew I was
suffering from
analysis-paralysis
and finally
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with my fear.

VP'S CORNER (continued)

to make an exception, and I wasn't about to buy a bunch of stuff I didn't need or want. We walked out and told the guy to stick it... back on the shelf. The last resort was Advance Auto just a couple hundred feet down the road. They had an easy-out kit with 8 bits. The smallest one was perfect; the largest one was useless but could be used as wine bottle cork.

Back at the garage, I carefully used a 1/16" drill bit to make a pilot hole in the broken stud. A #1 easy-out worked well to a point. I drilled some more and tried the easy-out again. It became clear that the easy-out that it wasn't going to work. I went back to the 7/64" bit again and was able to remove the broken stud. It was obvious that these studs were not made with hardened steel. They probably came from China and were made from some combination of aluminum foil and chicken bones. I will be expecting the other studs to snap with use of the tonneau.

It was time to snap the tonneau on the car to see

if it fits. I snapped the front of the tonneau to the dash and snapped the side clips to the door studs. I stretched the tonneau over the cockpit and let it bake in the sun for a few hours. Once it got warm and toasty, I stretched it to the rear and snapped each clip on its stud. I stepped back to see how it looked and was pleased to see the finished product.

Since then, truth be told, I haven't used the tonneau cover once. It's nice to know I have it, but since I have the hard top on it most of the time, the tonneau is back in a box on the shelf.

Does anything in this story sound familiar to you?

Ever suffer from "analysis-paralysis"? Have you ever started a car project, got stuck, and gave up? Ever installed something on your car that you never use, and maybe didn't really need? And maybe even things that might be a "close call" or a "WTF" moment. I would like to learn about those automotive episodes in your life, and I think it would make a good read in the *Windscreen* because we've all been there in some form or fashion. 🇬🇧

Rich



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BCCC MEETING AUGUST 10, 2024

by Millie Horton

On Saturday, August 10, we gathered at a new breakfast location, **Garage 75** on Folly Rd, thankful that the storm **Debby** had not been worse than it was. About **5 new members** introduced themselves. The Club has grown so much in the last year or two—**74 people at the breakfast**—thanks to **Dave's** good leadership and the tech sessions that so many helpful members conduct. Getting the cars on the road is what it's all about!

Dave still has grill badges. Contact him.

Pat Kreuzer who is helping plan the **MOG South** gathering concurrent with our Oct.19 show announced there is limited availability for **BCCC members** to join in the **MOG South** activities involving a meet-up at **The Ponds**, a visit to **Middleton Place** and a dinner at **The Ponds**. We may have filled up all the available extra spaces.

45 cars have registered for our **39th British Car Day at Palmetto Islands County Park on Sat., Oct. 19** including **7 Sunbeams** so far (this year's **Spotlight Group**) and

6 Morgans. That 45 cars is on par with last year's registration at this time. The **next 5 cars** to register will get a **Club coffee mug** donated by **Wray** and **Susanne Lemke**. **19 cars** so far are registered for the **backroads drive to Hopsewee Plantation** with 30 people having the box lunch. *We may have to limit the numbers for this drive so if interested, please sign up immediately.*

Registrations for the **Friday night reception** (at **Hyatt Place in Towne Center** in **Mt. Pleasant**) look good—only \$10 pp for hors d'oeuvres with a cash bar.

PDA (Jeff Nickles) will again generously provide the sound system. **Three food trucks** will be present: **Area 51, Coastal Crust Pizza, and Delights Dessert and Coffee.**

Our greatest need is a **Silent Auction manager** to help solicit items, organize the items, print the bid sheets and oversee the tent on the day. We can get someone to relieve you periodically so you can get out of the tent and see the show.

All members are encouraged to scour their garage



BCCC MEETING AUGUST 10, 2024

(continued)

for suitable auction items, get companies to donate material for the auction and/or for the 200 goodie bags.

Tech sessions continue at **Dave's garage** on **Yonges Island**. Presently he, **Frank Wissman** and other garage elves are setting up three tech sessions. Let **Dave** know if your LBC needs help.

Other upcoming events include the following:

- A sold-out **Rally to Tybee Island** on **Nov. 11-14**.
- **Christmas Party** at **Brickyard Club House** in **Mt.**

Pleasant. Target date is **Saturday, Dec 7th**.

- **Charleston Symphony's James Bond tribute concert** at the **Gaillard**—date in 2025 to be announced. Request for some Bond cars to stage out front.

Thanks to all who continue to support the BCCC!

[REGISTER NOW FOR BCD!](#) 🇬🇧

Millie Horton – Secretary



ALE AND OCTANE CHARLESTON

Sunday, August 25th



ALE AND OCTANE CHARLESTON

(continued)



SEPTEMBER CLUB MEMBER BIRTHDAYS

Scott Bluestein	2	Gordon King	13	Addie Andrews	24
Lisa Chaplin	2	Don Wathne	13	Rickie Sefton	24
Billy Pickens	5	Susan Atkins	15	Judi Purches	24
Bette Cooper	5	Sue Smith	16	Hamp Atkins	25
John Meskauskas	7	Sylda Carver	18	Harry Cramer	25
Kim Magraw	9	Russell Schaible	22	Michelle Morey	25
Bob Simons	9	Paul Wharen	23	Richie Hartley	28
Dwayne Bell	10	Ferol Vernon	24	Scott Ramstadt	29
Rosie Colson	11	Natalie Bluestein	24		



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COVER CAR STORY

1954 XK-120 Baby Jag Scale Model
by Lowell Wakker

My passion for British cars began in a unique way. Around 1967 my friend Freddie created what would become my life-long heartthrob automobile. We were lifeguards at a large lake and Freddie had gone to a two-year school for automotive technology. He was really good. He purchased two XK-120 Jaguar roadsters, one with a damaged front end and one damaged in the rear. Cutting each car in half, he welded the frame sections together to create a finished car. The doors fit perfectly and even the driveshaft needed no modification. I can remember watching as he drove away in this car, which had the best lines I'd ever seen, and the throaty growl of the exhaust. I vowed I would own a car like that.

About 1970, early in my teaching career, I found



a '52 XK-120 fixed head coupe (FHC) in Scranton, PA for \$650.00 I towed it home and within weeks was driving my turquoise colored first collector car. Over the next few years I did a decent job of upholstering the interior, refinishing the burled dashboard wood and painting the body a rich maroon, the start of my British car "sickness."



COVER CAR STORY *(continued)*

1954 XK-120 Baby Jag Scale Model



Having driven that car for years with my head hitting the roof, I sold the 120 FHC where I lived in Vermont. I had found a '54 roadster, owned by a woman who had inspired thoughts of restoring the car, but ultimately gave up. The front had obviously been hit a few times and it needed everything except an engine rebuild. Fortunately the mechanics were quite good.

Someone had removed the non-synchro 120 transmission and replaced it with a fully synchronized XK-E unit. Because the short top cover on the E-type transmission placed the shifter underneath the dash, I fit an extended top 120 shifter cover, machining forks to fit. I'm sure others have done this, but I felt quite accomplished at my extensive machining.

It's worth noting I was a teacher of industrial education for 19 years before becoming a piano tuner/technician for the next 38 years (still working). I also had some years of machine shop experience as a teenager.

I could sit comfortably in the XK-120 roadster because I looked over the top of the windscreen while seated. For all the years I drove that car, I may have had the nice new top up three times. Maybe it was pure adrenalin, but I felt comfortable driving the open car from summer heat to below freezing



cold in Vermont. I could feel my blood pressure drop as I drove, unable to get the smile off my face.

I decided in one summer to sell my '54 XK-120 Jaguar, my '64 Sunbeam Alpine and my '59 Austin Healey 3000. With a wad of cash in my hand, I did two projects. I built a 20'X75' in-ground swimming pool in my yard and I searched out a '57 Bentley in the Boston area that had been purchased by a paper mill executive. He drove it one time around the outside of his factory building with his family, and then paid a "restorer" to work on the car in a factory garage bay. He kept paying and paying, but never got the car finished. I brought the car home and enjoyed driving it for 22 years.

But regarding the Jaguar, I had always loved the body style and decided on a whim to make a scale model of the car before I sold it that year. I did many detailed drawings, including what today would be considered a CT scan of the body. My drawings sliced each contour in $\frac{3}{4}$ " layers so I could pre-cut the panels of model making material.



COVER CAR STORY *(continued)*

1954 XK-120 Baby Jag Scale Model

I bought a bunch of ¾" blue board Styrofoam, cut the layers on a band saw and glued up the beginnings of a 5/8 scale model of my "baby Jag." I've been asked why I chose to make the car 8 feet long. My sheepish reply is, that's how long the sheets of blue board were from the hardware store.

Carving the blue board was messy and went pretty quickly with a 36 grit disk grinder. The problems began when I applied layers of bondo to the surface of the roughed-in shape. The chemicals in body filler putty ate down into the Styrofoam immediately. So, when I filled an area with putty, I ended up with another depression to fill. I probably could have coated the blue-board with a liquid sealant of some sort, but wasn't savvy enough to realize that.

Around that time, my new business of piano service overwhelmed me and I put the entire project away.

Fast forward 30 years, yes 30 years of storage and moving the model car. In South Carolina, I resurrected the project and it was slow going at first. The problem of Styrofoam reacting with body filler putty remained, but I was finally looking at a hard surface which could be precisely shaped and finished. I played around with the shape of the car for about two summers intending make a mold over the top of what was called the plug. I had about 32 years invested in this plug and was determined to do something good with it.

The light gray contours of the finished plug can



be seen in the photos. In order for the mold to be removed and subsequent bodies to be released from the mold, it had to be created in two pieces. The nose had negative relief so it had to be the separate mold half.

I carefully crafted a plastic dam to meet the body at the chosen place on the wings and bonnet. The polypropylene dam was secured with tape and then clay was used to form the dam tightly to the curves of the nose of the model. Please note, polypropylene does not stick to almost anything, including the resins used in Fiberglass.

I coated the model with seven coats of wax, as is suggested by mold makers and then brushed on a thick coat of catalyzed resin called gel coat, then a second gel coat.

More resin and layers of glass cloth were applied.

COVER CAR STORY *(continued)*

1954 XK-120 Baby Jag Scale Model

After about 6 layers, I knew I had a good beginning to my mold. I then removed the dam, the tape, the clay, but kept the mold part in place.

Repeating the process of waxing, gel coats, glass and resin, I created the back half of the complete mold. For once, I exercised good judgment and took my thin molded car model to a boat builder who made the mold about ½ inch thick with many reinforcements built in. I now had a commercial quality mold, ready to make identical bodies.



Mold complete with reinforcements before trimming



Mold structural supports

After trimming the shaggy mold and reinforcing the shape with plywood, I created the first Jaguar body. Again the mold was waxed seven times, gel coated twice, resin and fiberglass applied. This time I used fiberglass cloth in large sheets and ultimately made the body 4-5 layers thick. I reinforced select areas which were prone to cracking. Thank you, John Bigler for your good advice and moral support.

The chassis was a challenge. Using cannibalized steering and drive parts from an old EZGO golf cart.



The chassis was built from 1"X1/8" square steel tubing. Narrowing the rear axle was difficult, cutting and welding the outer tubes and also drive axles. 3-12 volt deep cycle marine batteries powered the 36-volt drive.

The photos tell the rest of the story. The 4 bumpers and all running lights were made of carved wood and then coated with chrome vinyl. The break-away windscreens were modeled after Brooklands windscreens and Velcroed in place to avoid injury to the driver. The paint is a red lacquer with pinstriped doors, bonnet and boot.

Since you've read this article to this point, let me say I'm eager to share much more information about the mold making, chassis construction, trim parts, upholstery or whatever interests you have in other cars I've rebuilt. Along the way, I've rebuilt

COVER CAR STORY *(continued)*

1954 XK-120 Baby Jag Scale Model




my Austin Healey engine, the engine from the Sunbeam Alpine and R&R the engine from my Rolls-Royce. I've owned a '69 XK-E, two Sunbeam Alpines, a '59 Austin Healey 3000, a '61 Rolls-Royce Phantom V, the '57 Bentley and have always had old Cadillacs in my yard. All but one of these cars came home as basket cases.

I have additional photos and a few unique original manuals for British cars.

My next project will be making another Fiberglass body. I have a complete mold taken from a real '72 XK-E Jaguar OTS. It may never become a functional car, but I look forward to building the body and just playing with its design.

Check out what Chip Foose created:

<https://www.bing.com/images/search?q=chip+foose+jaguar&qpv=chip+foose+jaguar&form=I-GRE&first=1> 

Lowell Wakker



NEVER HAVE I EVER...

by Mark Mohan

The quintessential *Never Have I Ever* experience has to be performing an oil change. It is such a common maintenance item that explaining the process often is overlooked and it is rarely highlighted. And yet because of that, it can be a daunting experience for the fresh LBC owner, especially one who has never changed the oil in any car (me). I had hoped to do my first oil change at a tech session to see how it's done, but, in the end, I found myself on my own with my assistant (my three year old son, Reuben).

I knew my TR4 was due, well actually overdue, for an oil change. And I knew that I wouldn't have an opportunity at another tech session for a few months. I didn't want to continue to drive my TR with old oil until I could have a tech session, so I decided I would do it myself - after all, learning how to maintain my TR was one of my main reasons for getting it, so why not dive in.

With this objective in mind I set about acquiring all the items I thought I'll need - oil (obviously), oil filter... wait what kind of filter do I need? And that quick I realized I had some research to do. I dug into my TR4 Workshop Manual. Thankfully, my manual told me to replace my oil filter - phew, I'm glad I read that (yes, I know that the manual says to change oil every 3,000 miles and change the filter every 6,000, but with my first change I wanted everything to be at the same starting point). With that less than informative reading, I decided just to check what filters were available. I knew from previous tech sessions that spin on filter conversions are possible but that I had the original. Conveniently, Moss informed me that TR4s had two types of oil filter housings - Purolator and Tecalemit. My TR has a Purolator housing, so I bought the associated filter

and washer (thanks Workshop manual for letting me know that it should be replaced with the filter).

Now armed with six quarts of golden oil and a new filter, I had to tackle the "how to actually change the oil" part of this oil change. Simple right, get a floor jack and some jack stands and get on with the oil change. But what if you've never done that before either, and you don't have the equipment. Back to research. I determined that I would need a low profile floor jack, so I went on to get a floor jack and four jack stands.

I now felt that I had everything I needed to do the oil change... Until I realized I had to do something with the old oil. This was easily solved with an oil drain pan, a five gallon capped poly bottle, and a future problem of what to do with a full poly bottle of used oil.

It was now finally time to really, actually, for real, change the oil. After balking several times, I adopted the old Nike slogan of "*Just Do It*" and I went for it with Reuben as my helper. Immediately, I hit a wall - actually, it wasn't a wall it was the radiator cradle. Apparently, my low profile jack is only "low" for a certain range and then it's not. I wasn't able to reach the front crossmember with my jack so I had to change plans. Initially I was going to raise the front end and go from there,

but my plan turned into raising the entire car.

Conveniently, I bought four jack stands. I got the TR up on all four stands without any issue, just a high pulse and a chorus of "oh my" and "look at daddy's car" from Reuben. With the car up, I was able to setup the drain pan and fully commit to the oil change. I noticed my TR had a hex drain plug instead of a square which was convenient, and once I got it out I noticed it was a magnetic plug (cool). Now time to put the plug back



It was now
finally time to
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NEVER HAVE I EVER...

(continued)

in - simple, right? So why doesn't it sit fully flush? Why is there a gap? Was that gap there before?

Well, after taking the plug out 98 times and feeling that the gap is still there 98 times (probably closer to 4 times), I decided that it was time to move onto changing the filter with a plan to check the plug for leaks.

I was still hesitant about creeping under the TR and I didn't want a mouth full of oil, so I decided to tackle the filter from the top. With all four wheels back on the ground, I was able to get a ratchet on the filter canister and take it off without much issue. I popped the old filter out and the new one in, but I wondered where is the rubber washer? It wasn't with the canister and I couldn't feel it in the housing. So I moved on and I was able to get a new washer to sit in the housing while reattaching the canister. With the canister tight, I moved on to the easy part - dumping in the new oil.

With the TR topped off with new oil, I checked the drain plug for leaks - none, so far so good. Time for the real test, with the spark plugs disconnected I cranked the engine while watching oil pressure - it went up, so far so good. But the satisfaction of a successful job completed stopped when Reuben yelled "it's leaking oil daddy, a lot a lot of oil!"

I took a look and saw that the oil was leaking from the top of the canister where it enters the housing. So off it came again. This time I reattached the canister using the smaller washer that came with the filter. Conveniently, since the canister was already partially filled with oil, I didn't have to wait until cranking the engine, it just leaked right away. After the second leak, I began to think that there's probably a washer in the housing and me doubling them up is causing the leak. So it was time to take a break and get some inspection mirrors.

With mirrors in hand, I took off the canister a third

time. Using the mirror I was able to see the inside of the housing easily. And sure enough I saw the old washer. I got the old one out and put a new one in and reattached the canister again. "It's still, still leaking daddy," Reuben announced.

Now that I was getting used to it, I popped off the canister again (fourth time for those counting) and inspected the washer. It felt fine and looked fine but I decided to try another washer. With washers swapped and the canister reinstalled, I cranked the engine again and was treated with the same old announcement from Reuben.

I noted that it was still leaking from the top of the canister and reached out to Dave for some advice on likely leaking locations. One of the items he mentioned to check was the orientation of the canister as it can get easily misaligned.

With Reuben at my side, we checked the canister alignment. I felt around the housing and noticed

that I could feel more of the housing face on one side and less on the opposite side - it was misaligned. So off it went again, just not the whole way. This time, I made sure I was holding the canister up while screwing it into the housing. I performed another check and it seemed to be aligned properly! I cranked the engine again awaiting to hear about a leak, but this time Reuben excitedly yelled, "it's not leaking!"

With the spark plugs reconnected and Reuben buckled up in the passenger seat, we took a cruise around our neighborhood. Back home and parked, Reuben exclaimed happily, "it's still not leaking!" 🇬🇧

Mark

If you have a story you'd like to share please email me at gary@britishcarclubcharleston.com. All stories received by the 25th of the month will be considered for the next month's issue of the Windscreen. – Editor



Reuben yelled "it's leaking oil daddy, a lot a lot of oil!"

1952 C-TYPE JAGUAR AT THE MONTEREY HISTORIC AUTO RACES

by Frank Wissman



1952 C-TYPE JAGUAR owner JENSON BUTTON

The C-Type is regarded as one of the most important models in Jaguar's history, having won Le Mans in 1951 in the hands of Peter Walker and Peter Whitehead, and again in 1953 with Duncan Hamilton and Tony Rolt. One of just 53 C-Types that were made by the Coventry manufacturer, chassis XKC018 was purchased in October 1952 by Fangio, who won his first title the previous year. The car was subsequently shipped back to his

native Argentina, and having passed through the local importer it was raced by other drivers for several years. In the 1980s it was purchased and restored by American Bill Tracy, before heading to Europe. It took part in the Mille Miglia recreation in 2012 and was raced regularly at the Le Mans Classic and Grand Prix de Monaco Historique before being acquired by Button.

TEAM HUFFAKER PHOTO BY DENNIS GRAY AND JAMES KIM



Manual Fangio, who many consider to be the greatest Formula 1 driver of all time. The current owner is **Jenson Button**, who won the **F1 World Championship** in 2009 driving for **Ross Brawn's F1 team**.

While roaming through the pits at the **50th Anniversary of the Monterey Historic Auto Races** at **Laguna Seca**, I took a minute to look at this **C-Type Jag** with outstanding provenance. This particular car was originally purchased by no other than **Juan**

I took a minute to see if I could chat with **Jenson** for a minute, and the conversation went like this:

FW: What do you think of the Corkscrew? (the signature turn with a steep drop-off at Laguna Seca).

JB: It's fun -pause- but it's not Eau Rouge. (arguably the most challenging turn in Formula 1 at the Belgian track Spa-Francorchamp).

FW: How long did it take you to do it flat out?

JB: (delivering the biggest 'oh, honey' look I've ever seen) I started in Formula Ford.

And we all had a laugh! – a friend captured the moment and sent me the picture with this caption: "Veteran vintage racing authority Frank Wissman welcoming a new participant into the world of vintage racing in Monterey this past weekend." 🇬🇧

Frank

FOR SALE

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

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 Stick@msu.edu



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**



FOR SALE

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



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.

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

MGB Coil-over Front Suspension Kit from Moss Motors

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). Contact Jeff Adams at jmadams74@aol.com.



SEPTEMBER 2024

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	6	7
8	9	10	11	12	13	14
				Southeast British Car Festival Sept 12-15, Dillard, GA		9:30 am BCCC Monthly Meeting at Garage 75 at 1175 Folly Road on James Island
15	16	17	18	19	20	21
Southeast British Car Festival Sept 12-15, Dillard, GA						9am – 3pm Autumn in the Mountains Mills River, NC 9am – 11am Sea Islands Cars and Coffee
22	23	24	25	26	27	28
						BCCC - End of Summer Drive
29	30	1	2	3	4	5
					Myrtle Beach BRITFEST British Car Show 2024 Oct 4-6, Myrtle Beach, SC	

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	Gene Carter	Events Coordinator
Richard Fritz	Vice President	Enrique Espinosa	Board Support Member
Ken Smith	Treasurer	Irene Breland	Board Support Member
Millie Horton	Secretary		
Frank Neill	Membership Coordinator	TECHNICAL ADVISOR	
Lynn Rosato	Regalia Sales	Darryl Beech	Mr. Wizard
Gary Brown	Windscreen Editor	WEBMASTER	
Michael Caristi	Events Coordinator	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: _____