



THE OPEN BONNET

A monthly publication of the Foothills British Car Club of South Carolina

June 2025



MONTHLY MEETING

Tuesday, June 10

Goodwood

- ⇒ Dinner 5:30pm (optional)
- ⇒ Club Meeting 6:30pm

TWIN PEAKS

**1034 Woodruff Rd.
Greenville, SC 29607**

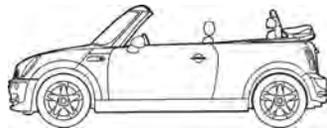
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President's Message

By Drew Steidinger



In the world of FBCC, I think things are moving along swimmingly (it's almost summer!).

Many members and the board continue to provide multiple ideas and help to make this car club the best I have ever encountered. Thank them, please.



My President's Ride to Townsend, TN, is continuing to attract participants. Many have elected to make it a 4 day event, arriving on Friday afternoon September 12th and returning home Monday evening.

FBCC President's Drive September 12-13-14, 2025 (F-S-S) And For some Monday.

The Townsend Gateway Inn in Townsend, TN, will be our anchor. It is located at the approximate end of the Blue Ridge Parkway and Cades Cove. Check out the Townsend Gateway Inn web page (<https://townsendgatewayinn.com/>) as there is a lot of information provided about area activities, including biking, hiking, shopping, and zip lining!

The inn has reserved 25 rooms for us at affordable rates.

You MUST call Amanda (865-238-0123) ASAP and reference "British Car Club". I believe the Inn is fully booked except for our reserved rooms. So call now!

For evenings, the Inn has a gathering place fire pit for spirited BS (BYOB). There are some chairs and benches, but if possible, bring chairs with you. My scouts and I have done some pathfinding, and we will convoy (if desired) to and from the Inn, starting at our usual meeting spots. Saturday you are free to explore the many challenging scenic roads that abound in the area.

Here is a partial list of some of the beautiful fun roads we will travel and places we can visit: The Great Smokey Mountain Loop Whitewater Way- Hwy 281 from Sapphire to SC Mount Mitchell Scenic Byway Drive Newfound Gap Rd- between Gatlinburg and Cherokee Diamond Back and Devil's Whip Little Switzerland and Lake Tahoma The Rattler- NC 209 Waterfall Byway, Rt64 Tail of the Dragon Blue Ridge Parkway Cherohala Skyway AND nearby

ATTRACTIONS: Tuckaleechee Caverns, Titanic Museum, Pigeon Forge, Great Smokey Mountains Heritage Center, The Little River Rail Road, Lumber Company Museum, Cades Cove, Clingman's Dome, Gatlinburg, TN

Please check the FBCC website calendar (<https://fbccsc.org/calendar/>) for future events.

Our next two meetings will be at the Twin Peaks restaurant June 10 and July 8. Speakers have been lined up.

“(stutter) That’s all, folks!”

June 10 Monthly Meeting - Goodwood Vintage Cars

Paul Zimmerman will introduce Andrew Baillie, of Goodwood Vintage Cars, who will speak about a number of topics including next year's planned England trip scheduled for September 6-15, 2025.

Welcome New Members

Charles Lechasney
Spartanburg, SC 29303

Jim & Norma Wells
Greenville, SC 29611
1972 MGB

On The Cover

Paul and Debbie Novak rolled out the red carpet for a wonderful picnic and meeting . The BBQ was great and fixings were perfect. A lesson was learned by a few members that Jud Chapin knows his croquet rules, and more importantly, knows some ruthless tactics that are all fair (according to the local legal team). What a wonderful time was had by all.

FBCC Member Mike Blair Passed Away on June 2, 2025

After a rather difficult period following a surgery which left him paralyzed from the waist down. Our thoughts and prayers are with his wife Roma and family. More details will be forthcoming through the FBCC Google Group email system.

Paint Chip Repair Tech Session Jacks Place, June 21st at 9am With Tom Eicher



Sometimes AI makes mistakes. How many are in this graphic? State your case at Twin Peakes.

Upcoming Events

Sept 6-15 UK Grand Tour of British Motorcars England

From Paul Zimmerman

This event is beginning to get booked, and it is capped at 25. If you have questions, please contact me at paul@paulzimmermanroses.com. We are aware that spouses might not want to attend every car event. Because of that we have arranged hotels where those folks can stay behind and there are plenty of things to see and do within walking distance or a short cab ride from the hotel. Here is the link for more information and to book.

<https://www.fineandcultural.com/a-grand-tour-of-british-motorcars>



A Spring Reminder! Jack's Place Safety During Open Garage!

- 1) **Required:** No flip flops or open-toed sandals will be worn inside the garage!
- 2) **Required:** Use the provided safety glasses anytime when under a car!

**Secret Word:
"Flutter"**

**Brit slang for
To Wager**

FBCC President's Overnighter Sept 12-14, 2025 (F-S-S)

Trip is officially two nights. September 12 & 13.
Some are staying over an extra night September 14.
There will be an organized drive home on Monday
September 14 for those staying the extra night.

General Information

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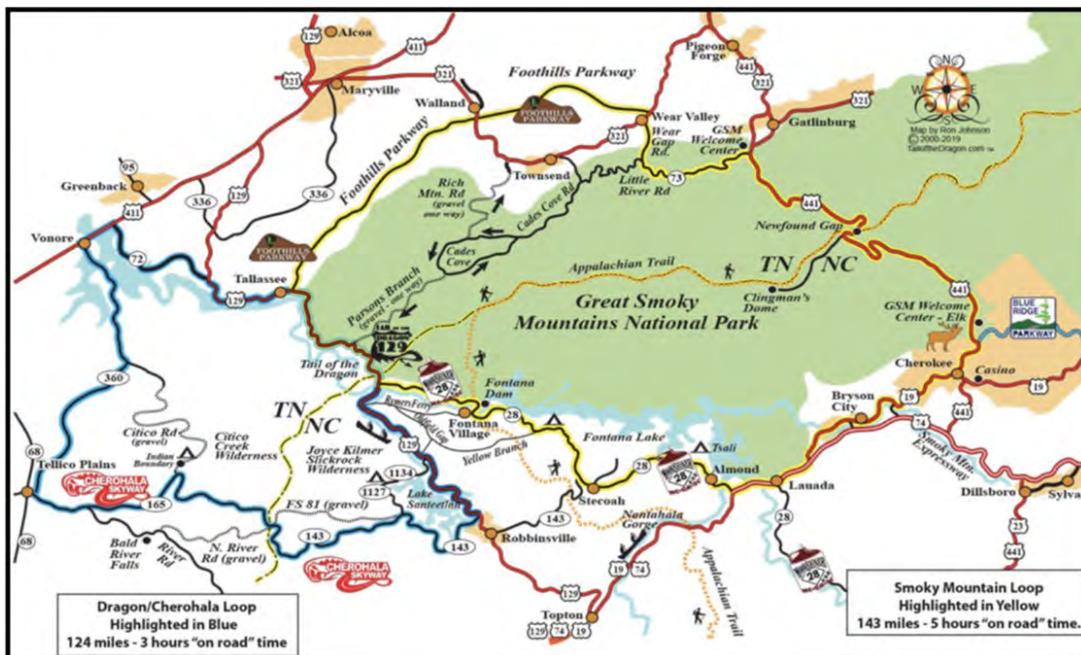
Things To Do And See

Here is a partial list of some of the beautiful fun roads we will travel and places we can visit:

- [The Great Smokey Mountain Loop](#)
- [Whitewater Way- Hwy 281 from Sapphire to SC](#)
- [Mount Mitchell Scenic Byway Drive](#)
- [Newfound Gap Rd- between Gatlinburg and Cherokee](#)
- [Diamond Back and Devil's Whip](#)
- [Little Switzerland and Lake Tahoma](#)
- [The Rattler- NC 209](#)
- [Waterfall Byway, Rt64](#)
- [Tail of the Dragon](#)
- [Blue Ridge Parkway](#)
- [Cherochala Skyway](#)

AND:

- [Tuckaleechee Caverns](#)
- [Titanic Museum](#)
- [Pigeon Forge](#)
- [Great Smokey Mountains Heritage Center](#)
- [The Little River Rail Road Lumber Company Museum](#)
- [Cades Cove](#)
- [Clingman's Dome](#)
- [Gatlinburg, TN](#)



May 18 FBCC Catered Picnic at Novak's Home

Paul Novak



Paul explains how the rebuild of the rear of his jag was accomplished to exact detail.



Jud explains the rules of croquet to FBCC amateurs. Jo picked him as her teammate!



Drew welcomed all to the Novak picnic where shade was enjoyed during the heat.

The FBCC Loves To Drive 'Em

From Paul Zimmerman

May was a busy month - particularly on the weekends. Great Scot Car Show, Gathering For Race Day, Swap Your Ride, Paul Novak's Catered Picnic and Hunter Farms Trains to name most of them. And of course this little thing called Jack's Place. With all that we still managed to squeeze in some weekday drives because well, it's what we do!

Jud led a drive up to Brevard to visit Dugan's Pub only to find the Pub is closed. Never to be deterred by that he led them to a brunch at what used to be Grammy's. It's had several new names and frankly we've lost track so Grammy's it was, is and will be. Toast not sliced and not buttered!

Middle of May saw a drive back to what is becoming a regular place. Oskar Blues Brewery. Some of us left from Jud's and picked up folks at the other Brown Building and some western folks left from Holly Springs General Store. We all met at Oskar's. The eastern group went part way up the Greenville watershed, cut over to Saluda and then through Flat Rock. With 176 still out we are looking for other ways up the mountain. The part of the watershed we were on wasn't bad so we'll do that again. Beats going up 25.

A drive across the upstate and then up to Slopeside Tavern in Sapphire Valley was planned for late May but the rain did not cooperate. Still, some members were able to start later in the morning and headed up anyway. It's hard to keep an FBCC member down!

No formal drives planned for June yet but watch those Google Emails for pop up ones. During the summer we base drives on the weather forecast so they tend to be more last minute.



It Was The Best Of Drives, It Was The Worst Of Drives

From Jud Chapin

Well, PaulZ organized a great drive to the Slopeside Tavern in Sapphire, NC, **BUT**, he forgot to pay the weather gods their due so, seeing this morning's drizzle, he cancelled the drive. I responded "Drat and double Drat!!" (a useless effort) and Chuck G responded "Heck, let's go somewhere later." PZ couldn't make "later" work but ChuckG and I could so we decided to meet at the Pickens County Courthouse at 11 for a drive to Sapphire. Rick M hopped in and said he'd join us. Nobody else made a peep but so what.

I met up with Rick at moments after 11 and shortly thereafter got a call from Chuck – "I'm broke, I'm at 47?? But I don't know the name of the road I'm on. I think I'm close to Pickens." Chuck dives into the innards of his TR-4 and soon reports that he's pretty sure the coil is kaput. I say I can get a coil at the nearby NAPA and Chuck finds out where he is and texts me that info. The clerk at NAPA has never heard of a TR-4 but finds me a tractor coil that meets the necessary specs and I'm on my way to meet up with Chuck (about 3 miles south of the PC Courthouse on 178). Rick follows along.



Chuck swaps the coil, drops a mounting bolt, we search for 15 minutes, I go to the nearby garage and scrounge a suitable replacement bolt, Rick hollers "We found it," Check gets everything buttended up and the TR-4 just purrs. It purrs, that is, until you've driven about a mile and there is some serious demand for fuel – then pukka-pukka no go. I suggest that 90% of electrical problems are fuel related, Chuck agrees, I suggest tapping on the SU domes to see if that will loosen a stuck piston, He does, it does and we think we've solved it. Alas, not to be.

It takes us three stops to make it to Holly Springs and then two more to get a couple of miles up 178 north of 11 where we stop for the lebenty-lebenth time, disassembling the SU chambers each time (Chuck has gotten really good at this). I suggest checking the float bowls to see if they are full of gas and Chuck then announces that he has installed a fuel filter just under the tank and maybe that's plugged. I do a Polish salute. Chuck crawls under the car with his legs only a couple of feet out in the north bound lane of 178. I direct traffic around Chuck's legs while he installs a fuel line to bypass the filter. Now we're cooking. All the way to Sapphire and all the way back without a burp.

Moral: Don't put a filter between the tank and the pump and, if you do anyway, put it up front where you can get to it.

Oh! Shucks, I think I forgot to mention that in the middle of all that at a traffic light in Pickens an *expletive deleted* person in an F-250 backed up into my MGA. She said she couldn't hear me screaming over the sound of my horn. Oh well, it seems that the only damage may be that she crushed the MG octagon emblem on the grill. I think I can get a replacement. The food at the Tavern was very good.

THE 40TH ANNUAL
BRITISH CAR DAY
SATURDAY, OCT 18, 2025

Featuring
Rolls-Royce/Bentley
Spotlight Group

Palmetto Islands Co Park
Mount Pleasant, SC

11am to 3pm • Free to the Public with Park Entrance Fee

 **THE BRITISH CAR CLUB** 
OF CHARLESTON
www.britishcarclubcharleston.com

Who's THAT Grease Monkey?

These FBCC members haven't changed much, have they?

#1: *Eddie Saunders*



#2: *Roy Scharwachter*



#3: *Mark Dawley*



May 31 Swap Your Drive Event - Lots of Choices



The weather couldn't have been better for the second FBCC Swap Your Ride event located near Travelers Rest. After a 3.2 mile parade lap to familiarize participants with the course, a group picture was taken to be framed and given to FSC Cutting Tool Technology as a thanks for allowing the use of their parking lot.

Fifteen cars were available for members to experience and these included Jaguar, Mercedes, Triumph, MG, and yes, Blakeley's 1972 Citroen. There was no need for an emergency repair this year, but Mark Reisch did need to borrow Bill Bowen's inflator to boost his very low right rear tire.



Charlie's Citroen drew quite a crowd when his car magically became a low-rider only to switch to being a high-rider at the flick of a lever. Ver cool!



It was suggested that we could have named the event "Sell Your Ride" since there were 4 cars for sale, Mike's TR6, Chuck's TR4, Pete's MGBGT, and Mark's Mercedes.

The event concluded with great food and drink at Chicora Alley Firehouse restaurant in TR. Thanks to all who shared their rides and helped make this a success.



The SBMOC Great Scot Festival Could Not Have Been Better

Thanks to all the contributors of pictures



The SBMOC Great Scot Festival Could Not Have Been Better

Thanks to all the contributors of pictures



<https://youtu.be/hutHWBa9-Ws>

Unpleasant Cranking?

By Bob Moore

After seeing the YouTube video of Scott's How to Hand Crank Your TR3, I wrote to my brother, sharing the link and reminding him of our folly attempting the same start up with his TR3, but with a few added degrees of stupidity.

Sometime in the saga of our TR3 way back when, we had the transmission out with the flywheel removed. We thought it would be cool to see if the



2.2L four-cylinder lump would rev up and sound like a race car. With a cold engine and the factory-included starting crank, my brother (the owner of the car) and I gave it a shot. Of course, when he'd done some maintenance on the engine while overhauling, he included a shave of the cylinder head to assure a good, flat-head gasket seal. The machine shop misread his instruction to take off 0.010", which they read as 0.100" and gave the customer a bit more boost than was 'asked' for. So, the engine's 8.5:1 compression ratio became about 11:1! Not bad for a Triumph performance enhancement but would certainly challenge hand-crank starting. With a tank of high-test fuel, he lined up the crank position to pull up-and-over the compression stroke, and then, with the ignition turned on, gave it a mighty yank.

The piston never made it to top dead center on the compression stroke and instead did a diesel-like light-off backfire. Without the weight of the flywheel to carry the motion forward, the handle of the crank was thrown out of his grip and whacked him on the forearm for good measure. It sure looked like it should be broken, but having it evaluated, we were assured the bruising and swelling would subside without treatment for broken bones. Whew!

Bottom line for the experiment: the engine fired forward after the backfire, and the rpm soared before I could cut off the ignition. I was sure we must have blown it, but it was a tough little lump and seemed to take it all in stride. Lucky, this little four-banger endured and survived for many years of subsequent beatings/frolics that we threw at it. Lucky, but frightening for the intrepid crankster as well, escaping with only minor injuries.

Members Making Recommendations

1) British Auto Salvage, LLC

One of the largest collections of Vintage British Automobile parts and parts cars in the World. They stock original, new, used, NOS, cores, and rebuilt parts for most collectible British models.

<https://britishautosalvage.com/index.html>

2) Made in England Sports Car Repair

Services include Mechanical and Electrical Repairs, Maintenance, Interiors, Partial Restorations including Engine Compartments, Dashboard Replacements, Floor Panels, and more.

<http://www.madeinenglandsportscarrepair.com/>

3) Brit Car Fixes

Unique and practical repair items for deficiencies that have long plagued MGB, Sprite/Midget, and Triumph.

<https://www.britcarfixes.com/>

4) Pro Racing Engines

1238 Crowe Creek Rd, Six Mile, SC 29682, 864-868-3005 john@proracingproducts.com

5) Carolina Driveline, Inc

57-A Dexter Rd., Spartanburg, SC 29303

<https://www.carolinadriveline.com> 864-597-1916

6) The MG Experience

<https://www.mgexp.com/>

7) GTM & Son, LLC

2719 Highway 101 South - Greer, SC 29651

<http://gtmandson.com/> (864) 877-8111

8) Triumph Restorations (Doug Hansen)

www.1147cc.com

Spitfire4@1147cc.com 864-613-4184

9) Dent Wurx, LLC

Body damage, dings, dents, scratches, etc.

Owner Todd Smith 864-706-9986

May 17 Open Garage: Eddie, Bob, and Roy Were Electrifying



So many very useful tools for keeping the smoke in wires! Roy and Eddie proved that having the right tool makes a big difference when connecting wires.



Some tools light up instead of creating a disturbing spark. In this case, Bob found the reason the horn wouldn't work. Size matters when it comes to fuse length.



Then Eddie pointed out how a wiring diagram can help track down the specific problem requiring attention.



And then it was time to attempt some electrical diagnostics and everyone got a chance to provide troubleshooting advise.

Thanks For The Help

The Blakelys would like to thank Brett Looer for his help in finding and tightening a loose wire leading to the starter of their E-Type, which has made starting it a very unreliable adventure for the past few weeks. It's great to have people willing and able to help us non-mechanical types.



What We've Been Working On

Arkley Carbs

From Ryan Owens

Just to give an update to the Arkley.. she was able to attend the show at Furman Saturday without a hiccup and my new intake horns arrived today and I'm happy to report that they not only look beautiful but are functional and elegantly machined from solid aluminum. External lock nuts and washers and a dab of Loc-Tite equals Problem Solved. And in true UK fashion the screens are not even close in size but will work fine. You can find these on eBay if interested.



What We've Been Working On

Did My Transmission Just Explode?

From Scott McCombe

Karen: "We're NOT going to make it to the Novak's picnic in this TR7!"

Scott: "I don't think we're going to make it another 50 feet! Let's try making it back up the driveway."

The plan was to drive the TR7 to the picnic, but a terrible pulsing, metal-on-metal grinding sound echoed up from the transmission housing and was viscerally felt at the shifter. I experienced an immediate panic attack. How could a transmission fail so rapidly and so drastically? I had been told that the Rover 5-speed LT77 tranni in this car was "bullet proof". It never fails! Right! But, But, But...

Thanks to Roy Scharwachter and Bob Moore a three-person examination revealed that the failure was not IN the transmission, but ABOVE IT. Two bushings holding the shift linkage up so as to clear the spinning U-Joint had failed which thus resulted in what could be termed as an "interference fit". As the U-Joint spun, it vigorously tapped against the lower surface of the shifter body.

Not wanting to wait on new bushings, I went scrounging through my old TR3 and TR7 parts boxes.

Amazingly, a 2-inch-long hard rubber bushing was found slightly larger than the hole in the tranni bracket. And it even had a metal sleeve which fit the two existing bolts. The belt sander provided a way to shave down the rubber to the correct size and when cut to the correct length, fit perfectly as temporary substitutes. An amazingly easy and successful solution for holding the shifter linkage up to eliminate contacting the U-Joint. Sing with me per Willie Nelson, "On the road again, I just can't wait to get on the road again...".



Bushing failure. The shifter is not held above the spinning U-Joint



1934 Morgan Super Sports Three-Wheeler.

From Paul Zimmerman

A milestone was reached when we began bolting pieces-parts back onto the chassis. Chris Gilman and I are busy in his shop reassembling the mechanical parts. Lots of puzzling, head scratching, looking at the hundreds of photos we took and researching documents on the Morgan Three-Wheeler Club's website are helping. We are taking our time because based on club documents there seem to be some bits missing. Luckily, I'm able to order them in from the Morgan club.



The wire wheels were badly pitted. So at Denny Trask's advise, I applied slick sand to fill in the pits and then started sanding to smooth it all out. And sanding, and sanding, and sanding. Time consuming but the end result will be worth it.



It also made us realize the spokes needed replacing. They were not in good shape. Buchanan Spokes had what we needed and after all the sanding I refitted the new spokes. Once that is done and they are fully adjusted, they go back to Denny for painting. Our goal is to get this to a rolling chassis soon. Then of course, there's that whole rebuild the engine project that be done as well.

Seeing Daylight after 35!

More To Come...

From Phillip Vermeulen



Beware When Going OEM or Concours!

By Scott McCombe

Well, I think I may have found a reason to NOT use the original wire hose clamps found on many of our early LBCs radiator hoses. Yes, if you are going concours, you might lose a few points if using a screw/band (worm gear) clamp. Instead of jumping directly to why I have come to this conclusion, Let's cover the basics regarding hose clamps. The following is taken from Wikipedia where I discovered validation for avoiding pull-type wire hose clamps.

Clamp Types

- 1) Screw/Band/Worm Gear Clamps (Jubilee Clip)
- 2) Spring Clamps
- 3) Wire Clamps
- 4) Ear Clamps
- 5) Crimp Clamps (generally commercial grade)

Worm Gear Clamps

Screw clamps consist of a band, often galvanized or stainless steel, into which a screw thread pattern has been cut or pressed. One end of the band contains a captive screw. The clamp is put around the hose or tube to be connected, with the loose end being fed into a narrow space between the band and the captive screw. When the screw is turned, it acts as a worm drive pulling the threads of the band, causing the band to tighten around the hose (or when screwed the opposite direction, to loosen). Screw clamps are normally used for hoses 1/2 inch diameter and up, with other clamps used for smaller hoses.



Spring Clamps

Spring clamps are typically made from a strip of spring steel, cut so that one side has a narrow protrusion centered on the end, and the other side a pair of narrow protrusions on either side. The ends of these protrusions are then bent outwards, and the strip rolled to form a ring, with the protruding tabs intermeshing.



To use the clamp, the exposed tabs are pressed towards each other (typically using pliers), increasing the diameter of the ring, and the clamp is slid onto the hose, past the portion that will go onto the barb. The hose is then fit onto the barb, the clamp expanded again, slid onto the portion of the hose over the barb, then released, compressing the hose onto the barb. Clamps of this design are rarely used for high pressures or large hoses, as they would require unwieldy amounts of steel to generate enough clamping force, and be impossible to work with using just hand tools.

Spring clamps are particularly suited for confined or otherwise awkward places where other clip types would require tightening tools applied from narrow and possibly inaccessible angles.

Another type of spring clamp, typically only used on vacuum hoses, is just a piece of spring steel wire bent into a loop, with the ends curled to provide handles.



These are used similar to standard spring clamps, but are just pinched by hand, and provide very little clamping force. Rather than attempting to seal a hose into a barb, they just place a slight pressure on the hose, helping to keep it from sliding off the barb.

Wire Clamps

Wire clamps consist of a piece of heavy wire, typically made of steel, first bent into a tight U, then formed into a ring shape with one end overlapping the other, and finally the ends bent outwards and cut. A captive nut is attached to one end, and a captive screw is attached to the other end. There are two types of wire clamps; When the screw is tightened, two ends are pulled together, or the overlapped ends of the wire are pushed apart, tightening the wire loop around the entire hose. For an explanation of why the push design is better, see further in this article.



Ear Clamps

Ear clamps consist of a band (usually stainless steel) into which one or more "ears" or closing elements have been formed. The clamp is placed over the end of the hose or tube to be connected and when each ear is closed at the base of the ear with a special pincer tool, it permanently deforms, pulling the band, and causing the band to tighten around the hose. The size of



(Continued on page 14)

Beware When Going Concoors! (Cont.)

(Continued from page 13)

clamp should be chosen such that the ear(s) are almost completely closed on installation.

Sealing and Mechanical Strength

Now this is where I find that Wikipedia description agrees with my cautionary tech tip.

One of the fundamental goals of most hose clamps is to ensure a tight seal between the hose and the barb, preventing the working fluid from escaping. To this goal, they are designed to provide even pressure on all sides, with no gaps. An example of this would be wire clamps. An obvious design would seem to be simply having a wire around the hose, one end attached to a nut, and the other end to the screw, and when tightened, pulling the ends of the wire towards each other. However, this will leave a gap where no pressure is applied (underneath the screw), and cause a leak. To combat this, the more complicated and weaker design of having the ends overlap and then be pushed apart from each other is used, as this ensures pressure around the entire circumference of the hose.

Editor's Note: This is the problem with Scott's wire clamps. They pull the wire ends, rather than push them completely around the hose. Note that the red area does not pull tight against the hose.

So to emphasize my point, notice that the radiator hose is NOT deformed beneath the location where the screw was pulling the two ends together. No need to buy new hoses, just new clamps!



A pull type wire clamp



A push type wire clamp



Monthly FBCC Meeting Minutes, May 18, 2025

Attendees: 43 were counted present.

(Last names only): Acampora (2), Angle, Barefield, Benson (2), Blakely (2), Bowen, Brooks (2), Buto (2), Chapin, Dawley (2), Fowler, Jakubek (2), LeChasney, Looper (4), McCombe (2), Moore, Novak (2), Pearce (2), Riesch (2), Saunders (2), Scharwachter (2), Steidinger (2), Swift (2), Telman (2).

LBC's present: Green TR3, Yellow MGB GT, Red MGB, White TR6, Red XJC V12 Jaguar, Gray TR8, White XJS Jaguar, Red TR7, Silver XJS Jaguar, Green V12 Vander Plas Jaguar, Red MG Midget, Red MGA 1600 MK II, Red MGA 1600, Red XJS Jaguar, Green XKE 4.2L Jaguar, Green TR8. Jaguars win again.

Location: Paul Novak's house, Taylors, SC.

Opening Statements: Drew opened meeting at 3:30.

There were no new members or guests present.

Drew thanked the Novak's for opening up their house for a Sunday afternoon catered picnic.

Pete indicated that to the end of last month we had spent \$1269 this year, and that we have a little over a bunch in the club account.

Furman car show will be next weekend (Scottish games). You can still register up to the day of the event. There will also be a Swap Your Ride scheduled for 31 May (watch for emails).

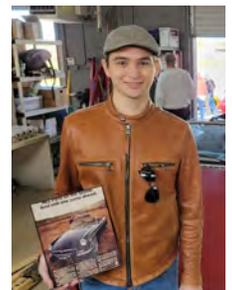
The next two meetings will be at Twin Peaks, and we have speakers for those meetings.

Program: There was no program, but a very good tasting BBQ dinner was catered in by the Novak's, along with lawn games like croquet & lawn darts. Some members said that they were at a distinct disadvantage because one member was a professional croquet player (yes, Jud).

Framed LBC Prints

I am happy to print on 8.5x11 glossy photo paper any original British car advertisement found on Google that has legible text.

I can provide any requested framed prints in minimalistic plastic frames with glass for \$3. **Contact Nathan at nathancash2004@gmail.com**



Off My Rocker! (Part2)

By David Brooks

FOR JUNE - PART 2

The face of the rocker wears where it meets the valve and is often grooved by the continuous action of opening the valve. These marks / grooves at a minimum make it difficult to adjust the valve clearances precisely resulting in valve train clatter. The face of the rocker moves in an arc across the end of the valve so the contact shape of the rocker face is curved in order to maintain a smooth and constant pressure on the valve stem.

The radius of the contact face was measured as shown, and was found to be 5/16 inch, but how to grind this surface keeping the correct radius?

Given the shape of the rocker, it appears that the only practical method is to grind the rocker from the side, in a jig that enables the whole rocker to be rotated such that the tip can be reground to a smooth 5/16 inch radius.

Given the shape of the rocker, I could not find a way to do this with any rotary grinding wheel.

The only way I could I could conceive of achieving this was by using a belt sander plus a custom jig to get the right tip radius.



The above photo shows the jig. The base is a sheet of thick PVC which is clamped to the sander work piece rest. The aluminum arm can swing around the pivot point, seen close to the sanding belt. The rocker arm is mounted onto the circular boss such

that the tip to be ground is just against the band. But how to get the pivot point in the correct place to ensure the correct tip shape?

This was achieved by aligning the PVC base plate with a 5/8 inch diameter boss in the intended pivot hole for the aluminum arm such that the boss just touches the sanding surface, but keeping the recommended clearance between the PVC baseplate and the sanding surface.



Once aligned in this manner, the pivot center is exactly 5/16 inch from the sanding surface. The boss is then removed and replaced by the pivot (in this case a dowel pin) which must be a tight fit into the PVC base.



The reason for the strange shape of the aluminum arm can now be seen as it follows the contours of the rocker and permits the surface closest to the rocker shaft to be reground.

(Continued on page 16)

A small vertical plate was added to the arm so that the tappet adjustment screw can be used to advance the tip of the rocker towards the sander while maintaining a constant position for the rocker on the swinging arm.

This also makes it easy to remove the rocker from the jig after each pass, so that only the minimum of material is ground away. I was concerned that the hardness of the rocker tip might be degraded by this process, but scratch tests before and after grinding suggest a similar level of hardness.



Am I off my rocker?

Quite likely, but I have covered about 250 miles with the refurbished rockers running on a new tufrided shaft and a visual inspection of all the surfaces indicates all is well.

My thanks go to Ed Hollingsworth for providing the inspiration to try this out.

David Brooks BCCWNC/ FBCC / VTR – 1st May 2025

Links of the Month

(send the editor your favorites)

From Jeff Pearce

[Driven: Morgan Supersport Is a Bold Leap Forward](#)

From David Benson

Who was Jack's Place, Jack Donegan?

<https://www.legacy.com/us/obituaries/greenvilleonline/name/john-donegan-obituary?id=18642803>

A Drive Destination!

From John Burton

Having been here a few weeks ago with Eddie and Raylene, we are back again, currently eating at Oxbow.

I can be found on 1305 Old Easley Highway, route 124 in Greenville.

Each Thursday they supply a taste of England. Fish n Chips, with buttered white slabs of bread for your butties, curry sauce and mushy peas.

They have a union Jack displayed both inside and out. As a professional Fish n Chip conasur I'd say it's the best I've had in the US since we came over. They have several beers including Guinness, it's kinda like home from home.

Situated on the Saluda River you can camp or rent a cabin, "be it small cabins", and go canoeing. There's enough room below the bar and the screened eating area to park many LBC's., so it would be a good place for a drive and to enjoy a taste of the homeland., and a beer or two.

Fish n Chips are only served on Thursdays between 4-8pm.





FBCC Logo Regalia Items for Sale

The following is a list of FBCC Regalia items available for sale at the Club Monthly Meetings or other events and via USPS mail. All items consist of the FBCC Logo as shown above. You may place your order with Tonya Looper at tonyaloooper@bellsouth.net.

FBCC 3"x 3" Stickers, \$1.00 each add \$1.00 for mail (up to 4 Stickers).

FBCC 3"x 3" Magnetic Logo, \$2.50 each add \$1.00 each for mail.

FBCC 3" x 3" Iron-on cloth Patch, \$4.00 each add \$1.00 each for mail.

FBCC Cap/Lapel Pin, \$5.00 each add \$1.00 each for mail.

FBCC Magnetic Name Tags 3" x 1.5", \$11.00 each plus \$5.00 for mail (up to 2 Tags).

FBCC Sign, 18" x 18" Logo, \$15 each (No mail). Perfect for garages or Man Cave.

FBCC Caps, Navy Blue w/FBCC Logo (one size fits all). \$18.00 plus \$5 for mail.

Badges are \$11.00 to order and \$5.00 for shipping if needed to be mailed. we must have an order of 3 badge before our supplier will make any order.

If ordering via e-mail make sure you provide your name, address, phone number and how you wish delivery. If ordering a Name Tag please list First Name, Last Name, & Year, Make and Model of your British Car you wish to have printed on each Name Tag. Payment for in-person delivery can be either cash or check payable to FBCC except for name tags which payment is required at time of order.

If ordering for mail delivery payment via PayPal to fbccsc01@gmail.com to identify us to PayPal. State what you ordered in the comment section (Name Tag, Sticker, etc.).

Logo Clothing from Lands' End

Foothills British Car Club has entered into an agreement with Lands' End Business of Dodgeville, Wisconsin to provide logo clothing and other items directly to club members. Members will be able to look through Lands' End Business offerings and choose which item of clothing and other items they wish to purchase with the club logo embroidered on them. Some items have a minimum quantity. (If you think that there is a number of members that would like an item that requires a minimum quantity, please contact Tonya Looper at tonyaloooper@bellsouth.net. with your idea.

There are two ways to order from Lands' End Business. First you must go to their internet store at <https://business.landsend.com> to see the items offered and determine what you wish to purchase. You can then call them at **800-587-1541** to place your order or you can complete your order on the web-site. In either case you will need to have a Lands' End customer personal account which can be done at the time of your first order.

Once you have a personal account you will need to link the club logo to your account. You will need to enter the **logo number** and the **club account number**. Please obtain these numbers from Tonya Looper at tonyaloooper@bellsouth.net. Once the club's logo is linked to your account it will remain for any future orders. You can then place your order for the item(s) you wish and then indicate and choose the logo from your account.

Item(s) ordered will be charged directly to your credit card and delivered directly to your address. Delivery is currently estimated to be 7 to 10 working days.

If you run into problems or issues with your account or order, Lands' End Business Customer Service at 800-587-1541 will be glad to help.

FOR SALE - 1974 TR6 \$16,000

I personally owned, drove, and maintained this car for over 23 years. It was originally sold by the Greenville, SC Triumph dealer.

As an active FBCC member, I have maintained and enjoyed this car not as a museum piece, but as a daily driver. Over these 23 years, I have maintained and improved it for performance and reliability.

The car today has:

1. A new Pimento Red Base Coat/Clear Coat paint job.
2. Panasport Aluminum Wheels with Michelin radial tires, 255/60R/16.
3. 1973 front and rear bumpers without the original 1974 DOT rubber bumper attachments.
4. The interior is period correct with new seat covers.
5. The steering wheel is hand built by the famous Italian manufacturer Nardi. It is wood rimmed with aluminum spokes, and engraved with Nardi's signature. It really makes a statement and looks great in a 1974 Triumph TR6!
6. The dash is Teak veneer.
7. The engine compartment has been upgraded to allow for modern performance and reliability with the following items:
 - a) A new brass radiator with electric fan and solid-state temperature sensor for reliability.
 - b) A Richard Good cold air intake system with the air filter mounted in front of the radiator and ducted to an aluminum air intake box at the carburetors.
 - c) The engine has been fitted with 3 SU-175-CD2 carbs rebuilt by Paltech Technologies, mounted on a 3-carb manifold by Richard Good.
 - d) The engine includes a new mini gear reduction starter.
 - e) The rear suspension has been rebuilt with new lever shocks and all new rubber mounting bushings.
 - f) All coil springs have been replaced by TS Imports units. Front 396#, Rear 475#.

If you have any questions, I can be reached at 864-313-7377. For sale at \$16,000.



FOR SALE - 1974 TR6 **\$18,000**

We have decided to sell our 1974 TR6. It's a fun, dependable, nice driving vehicle which we have enjoyed. The reason for selling is that it is no longer comfortable for me to drive. I've put less than 5000 miles car on the car since frame off restoration – Have book of pictures and most receipts
Purchased TR6 from Mike Harmon of Gilbert, SC in February 2019. Listing of restoration work plus what I've done since owning car:

- Frame has welded in strengthening boxes for differential mounts
- Engine rebuilt to stock with mild cam
- Engine has Classic Technologies billet steel Sealing Block installed – no oil leaks
- Engine front plate and pan sealed with Permatex Aircraft gasket sealer
- Spin-off oil filter adapter
- Transmission rebuilt – very smooth shifting
- Differential rebuilt
- All 6 u-joints replaced
- New motor mounts
- New Transmission Mounts
- New Differential mounts
- Goodparts Camber adjusters installed on rear trailing arms
- New springs on all 4
- Tube shock conversion on rear
- 4 new tube shocks
- Brake Master Cylinder replaced
- Front Caliper rebuild
- New disk pads
- New Rack and Pinion - billet aluminum mounts
- New Tie rod ends
- Fresh set of plugs last week
- Carbs checked for vacuum leaks/synchronized
- New water pump
- Pertronix Ignition and Coil
- New Distributor cap
- Compression 150, 150, 145, 140, 150, 150
- Rear Hub bearings replaced
- All exterior and interior lights work
- New top and frame
- New interior
- New Stainless Steel Dual Exhaust on split manifold
- 5 Vredestein Sprint Classic Tires
- Fuel pump and filter replaced last year
- Alternate Hood release installed
- Heater and fan work

Contact Clyde Fowler 864-283-2265



FOR SALE - \$12,950 1968 Triumph TR4A Solid Axle

It's a great driver with a nice interior, shiny paint and many new items including:

- Freshly rebuilt motor with less than 1000 miles on the rebuild with new 87mm cylinders and pistons
- Rebuilt transmission
- New fuel pump
- New clutch assembly and resurfaced flywheel
- New clutch hydraulics
- New rear springs and polyurethane bushings
- Rebuilt rear shocks
- Re-cored radiator with new hoses and thermostat
- Rebuilt seats with new foam, diaphragms, and covers
- Rebuilt interior with new carpet and door cards
- Good top with new top boot
- New wood dash and glovebox
- Refurbished 8 spoke aluminum wheels

The car comes with some small spares and a set of wire wheels that need restoration.

Contact Chuck Gee, 760-712-6540,
chasgee@aol.com



FBCC Open Garage Tech Sessions at Jack's Place!!!

Does Your LBC need Some Attention?

Generally, the FBCC garage is open at 9am on the third Saturday of each month. If you would like to put your car on the lift, need some help with some mechanical issue, or just want to hang out, come and join us. Helping diagnose issues and assisting with fixes is what we love to do.

An FBCC Safety Supervisor (wearing the orange vest) is responsible for notifying the general membership and identifying specific activities that may take place on that day. Our supervisors open the shop, close it down, and make certain that the proper safety procedures are followed.

Guests are always welcome to enjoy the fun, but the FBCC must limit the use of the garage to member cars only.

Your Best Garage Time!

We really love getting together to talk shop and even address real mechanical LBC issues using our 2 and 4-post lifts at the club garage. We also can advise members about interior repairs, paint touch-ups, Lucas electrical issues, brake hydraulics, ignition issues, and more. Some of us just observe!

The FBCC meets behind the offices of Ironhorse Motorcycle Lawyers Inc. off Poinsett Highway regularly on the 3rd Saturday of the month. Check your emails for coming event details.



Monthly Safety Supervisors 2024

Jack's Place, 617 Poinsett Highway (Rt. 276) 29609

| Month | Supervisor | Phone | Email |
|--------------------|------------------|--------------|--|
| January 18, 2025 | Tom Buto | 864-915-0964 | butot@bellsouth.net |
| February 15, 2025 | Scott McCombe | 804-519-4018 | notanmg@gmail.com |
| March 15, 2025 | Drew Steidinger | 910-528-6939 | astei@me.com |
| April 19, 2025 | Bob Moore | 864-380-3114 | crashcogg@aol.com |
| May 17, 2025 | Mike Schindler | 864-307-7878 | schindler_mike1@verizon.net |
| June 21, 2025 | Gerald Petter | 864-704-9172 | gelpett@gmail.com |
| July 19, 2025 | Roy Scharwachter | 631-848-0377 | vargars826@gmail.com |
| August 16, 2025 | Paul Novak | 858-342-0445 | p.m.novak7@gmail.com |
| September 20, 2025 | Mark Riesch | 910-471-2606 | mark.riesch@yahoo.com |
| October 18, 2025 | Curtis Orlowski | 262-684-3567 | orlowcur@gmail.com |
| November 15, 2025 | Jud Chapin | 864-616-8079 | jchapin3@aol.com |
| December 20, 2025 | TBD | | |

CLASSIFIEDS

Classified ads and posting products or services is FREE for any paid member. Advertise most anything car related within reason. Contact an FBCC officer or the newsletter editor at notanmg@gmail.com.

For Sale - 1997 Mercedes Benz SL500

PRICE LOWERED TO \$10,000

40th anniversary limited edition V8 rated 315HP. This car is 1 of 250 produced for the US with only 500 produced globally. The exterior color and wheels were unique to this car and were retired by Mercedes after 500 cars were produced. It has been pampered and treated to new interior upholstery and carpeting, a new soft top and comes complete with the original Mercedes hardtop. Wheels have no curb rash and tires have plenty of tread. This car looks and feels like it just came out of the factory.



Contact: Tom Buto Text/Call 864-9 15-0964

For Sale - 1969 MGC Roadster, Snowberry White

Excellent condition mechanically and cosmetically. Stripped and completely repainted 2017. Since then, numerous repairs, improvements, and reconditioning have been done. Four 60-spoke chrome wheels and new tires. Spin on oil filter. New: battery, exhaust, wheel bearings. Rear end rebuilt. Remanufactured both carburetors. Rebuilt tachometer and speedometer. New clutch, master and slave cylinders. New aluminum radiator. New tonneau and top. Etc. I have extensive documentation showing much more. A rare car, well taken care of always. **Reduced to \$29,999 so someone can use and enjoy.** Drew Steidinger, 910-528-6939 astei@me.com



For Sale - 1968 MGC- \$20,000

Call Rich Moran 864-430-8840



For Sale -1975 MGB - Make Offer Please

Original owner, great condition, overdrive. Driven regularly. All maintenance records, 132,000 miles. A somewhat historic car – bought new in London and then went across the Atlantic Ocean three times (not under its own power!) as its owner was reassigned by the US Air Force. Owner is Dave Skilling who is reluctantly downsizing. Contact Richard Kozicki at 404-754-6174. rkozicki@bellsouth.net



For Sale - MGB misc. Used Parts

Gas tank, seats, windshield with frame, screws, grommets, rubber parts, rear lowering kit, rear springs, front rotors, loads of small parts you might need, make an offer on each part, all or groups. No reasonable offer refused! I am downsizing and I hate to trash what might be of use to someone in the club. Steve Chasteen. [864-934-4469](tel:864-934-4469)

For Sale - 1996 XJS Celebration Convertible

I am considering selling my 96 XJS Celebration convertible (4.0). It has ~68k miles, of which I've put about 20k in the past 5 years I've owned it. It has a fresh paint job and needs absolutely nothing. I've owned it 5 years now and something new and "different" has come along that has caught my eye, so that's why I'm thinking of selling. **\$15,000** If interested contact me by phone, text or email for more info. Ryan Owens ryan@stratatomic.com 864.271.7021

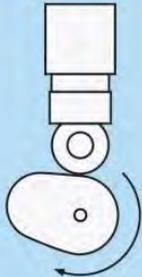


For Sale - Lotus Europa, Midget, and XJ6 Parts

If anyone is looking for parts for a Jag XJ6C or Mk2 I am going to be parting out a couple of cars. I also have some Lotus Europa S2 parts and MG midget parts. Peter Morton peter@nobudgetracing.com

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 abingdonperforma@aol.com
 (914) 420-8699 |  AbingdonPerformanceLtd.

NAPA & O'Reilly's FBCC Club Discounts on Purchases

This "Garage Discount" will allow FBCC members to receive the same discount as a commercial garages. The amount of the discount is based on the item purchased. Tell the counter person you are with Foothills British Car Club. This is for cash or credit card purchases. Napa offers the discount for CORP. NAPA Stores nationwide. Napa franchise owner stores may accept this agreement. The account numbers for NAPA and for O'Reilly's may be obtained from Mike Barefield. Please contact Mike Barefield at 864-313-7377 if you have questions.

Brad Penn Oil available at discounted price to FBCC

"In order to get FBCC pricing on Penn Grade Oil, make sure you identify yourself as an FBCC member when you call Shawn"



G.A.S. Racing Inc. - Shawn Morrow
 (864) 958-1640 gasracinginc@gmail.com

It's Time To Hit The Open Road



VTO Wheels FBCC Member discount. \$50.00 off a set of 4 wheels. Orders must be placed through Hap Waldrop, phone 864-884-4450 or email hapwaldrop@acmespeedshop.com

TR City Restorations



Alan Salvatore Sales
 864-252-5070 Parts Service
 alansalvy@gmail.com 959 Deyoung Road Greer, SC 29651

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The Open Bonnet

Published monthly by The Foothills British Car Club on the website www.fbccsc.org

Scott McCombe, The Open Bonnet Editor
Karen McCombe, Proofreader
201 Club View Drive
Greenville, SC 29609
(804) 519-4018

The FBCC Newsletter appreciates all submitted material for publication. However, neither its editors nor the FBCC accepts responsibility for content accuracy or problems resulting from following suggestions included herein.

Articles may be submitted in person, by snail mail, or by email.

Raffle Tickets

During our Monthly Meeting you could be the next lucky 50/50 raffle winner. Tickets are \$1.00 but you can receive an additional FREE TICKETS when you:

- 1) Wear your Name Tag,
- 2) Drive a British Car, or
- 3) Know The Open Bonnet Secret Word

Join the Foothills British Car Club

It's easy. Fill out a membership form found at www.fbccsc.org and submit electronically, or mail to the address below. Members receive this monthly newsletter and club emails through the FBCC Google Group, advertise car stuff for free, and have access to a well-furnished 2-bay service station garage affectionately called "Jack's Place". All this for an annual fee of \$30.

FBCC

c/o Pete Jakubek, Treasurer
106 Lyttleton Way
Anderson, SC 29621

How do I Contact the Membership?

- As a paying member, YOU have the ability to contact everyone.
- From your membership email address send to FBCCemail@googlegroups.com and all members will receive it.
- Please take time to note when you reply that each email system is different.
- "Reply All" will send your response back to the entire membership.
- "Reply" sends to ONLY the initiator.
- If you change your email address, please let Scott McCombe know at notanmg@gmail.com so you continue to receive all club emails and The Open Bonnet.
- Secondly, email and home addresses are posted in a directory in the members only part of the FBCC website
<https://fbccsc.org/membership-login/>

Advertisements for Product or Services in The Open Bonnet are free for current members. There is no charge for vendor advertisements when special discounts and offerings are applied to club member purchases. Contact an FBCC officer or the newsletter editor at notanmg@gmail.com.

FBCC Google Group Tip

New SPAM email policies seem to be biting some member systems so that emails are not going to in boxes. Please add fbccemail@googlegroups.com (and fbccboard@googlegroups.com if a Board member) to your email contact list.

2024 FBCC Officers

| Voting Board Members | | |
|------------------------|-----------------|--------------|
| President | Drew Steidinger | 910-528-6939 |
| Vice President | Paul Zimmerman | 864-363-2064 |
| Secretary | Nigel Brooks | 864-458-9733 |
| Treasurer | Pete Jakubek | 864-749-5016 |
| Board Member | Tom Buto | 864-915-0964 |
| Board Member | Chuck Gee | 760-712-6540 |
| Board Member | Tonya Looper | 864-640-7345 |
| Board Member | Paul Novak | 858-342-0445 |
| Advisor-Past President | Brett Looper | 864-640-3036 |
| Appointed Positions | | |
| Advisor | Eddie Saunders | 864-787-8787 |
| Advisor | John Sharpe | 864-934-6436 |
| Garage Foreman | Tom Buto | 864-915-0964 |
| Website Manager | Al Converse | 585-739-1035 |
| Newsletter Editor | Scott McCombe | 804-519-4018 |
| Regalia Coordinator | Tonya Looper | 864-640-7345 |

See the Moss Motors Event Calendar here for a more complete listing of car events

<https://mossmotoring.com/event-calendar/>

See the Just British Online Motoring Magazine Event Calendar here for a more complete listing of car events

<https://justbritish.com/calendar/list/>

Calendar of Events <https://fbccsc.org/calendar/>

| | | | | |
|-----------|--|------|---|--------------|
| June 2025 | | | | |
| 12-15 | Highlands Motoring Festival, Highlands, NC | SAT | https://highlandsmotoringfestival.com/ | |
| 10 | FBCC Monthly Mtg – Twin Peaks, Greenville | TUES | Drew Steidinger (astei@me.com) | 910 528-6939 |
| 14 | Cars & Coffee @ Easley (2nd Saturday of the month) | SAT | https://www.facebook.com/CarsAndCoffeeEasley/ | |
| 21 | FBCC Open Garage at Jack's Place | SAT | Gerald Petter | 864-704-9172 |
| 28 | Cars & Coffee @ Michelin (Now every other month) | SAT | https://www.facebook.com/CarsCoffeeUpstate/ | |
| July 2025 | | | | |
| 8 | FBCC Monthly Mtg – Twin Peaks, Greenville | TUES | Drew Steidinger (astei@me.com) | 910 528-6939 |
| 12 | Cars & Coffee @ Easley (2nd Saturday of the month) | SAT | https://www.facebook.com/CarsAndCoffeeEasley/ | |
| 19 | Jack's Place (9am) | SAT | Roy Scharwachter (vargars862@gmail.com) | 631-848-0377 |
| | Cars & Coffee @ Michelin (not this month month) | SAT | https://www.facebook.com/CarsCoffeeUpstate/ | |