



THE OPEN BONNET

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

Oct 2025



MONTHLY MEETING
Saturday, October 4

**The Annual Croquet
Tournament
& Monthly Meeting**

**Location: Jud's Brown
Building**

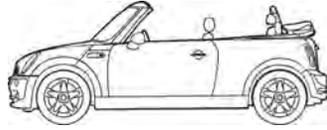
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President's Message

By Drew Steidinger



Happy Autumn to All,

The weather was glorious for the Townsend, TN, event. Many stories were created, most of them happy, some thrilling, one terrifying, and maybe some a bit of the last two.

The debacle of the Saturday evening meal location turned out well; as the venue cost was refunded and many people had a grand time around an expertly made campfire thanks to Scott McCombe complete with all the laughter and BS expected by the FBCC.



Next event coming is the Croquet Challenge, created and overseen by the inimitable Governor Judson. It will occur on October 4th at 10am, weather permitting. The rain date is Saturday October 11.

Another critical message is that **the October FBCC Monthly Meeting will be at HALFTIME during the Croquet Tournament (about 2pm)**. Also at that time, the candidates for our 2026 Board will be announced. Elections will take place during the scheduled meeting November 11.

Let's get some time and miles on the LBC's and other cars and enjoy the coming months.

AND FROM JUD

Eight teams will be contending for the coveted FBCC Croquet Green Glove. All FBCC members should be there to root their favorite team on to victory.

Bring your own food, beverages, lawn thrones, and appropriate clothing, as necessary for optimum enjoyment. FBCC is providing a Port-a-Potty for your convenience. See Google Group emails for parking instructions. Come one, come all to the greatest spectacle ever to be witnessed in Landrum.

October 4: A Croquet Tournament & Monthly Meeting!

Just to be repetitive and perfectly clear, the October FBCC Monthly Meeting will be held at Jud Chapin's Croquet Tournament on October 4 at about 2pm.

Using GPS, Jud's Brown Building is located at 5101 N. Highway 14, Landrum, SC 29356. That location is on Highway 14 twelve miles north of the intersection of US19 and Highway 14 in Greer. And from the north, 1.9 miles south of the intersection of Highway 11 and Highway 14 in Gowensville.

Welcome New Members

Robert & Jan Traynham
Simpsonville, SC 29681
1976 Triumph Spitfire

Rick & Martha Quinn
Piedmont, SC 29673
1970 MGB

David & Christina Weiner
Taylors, SC 29867
1969 MGB

On The Cover

An informal vote for the coveted 2025 "Hard Luck Award" was taken during happy hour at The Townsend Gateway Inn. Seems that this crowd had some strong opinions, but there may be some other stiff competition submittals that developed during this year's President's Overnighter. See more pictures and stories in this issue.

Upcoming Events

October 4 - First Annual Croquet Tournament & Monthly Meeting at Jud's Brown Building



October 18 - Open Garage at Jack's Place, 617 Poinsett



October 18



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

October 22 - Leaf Peeper Drive



October 25



November 1



Register for the November 1 Victoria Valley Vineyard Cruise-in. It's a casual event, not a car show. All British Cars are welcome whether an FBCC member or not. So invite everyone you can think of and sign up for it on our website, so we know who is coming. Click above to go to the registration form.

First Annual FBCC Croquet Tournament

... And The Excitement Builds

It's hard to believe but we're less a month away from the October 4 (barring rainy weather) First Annual FBCC Croquet Tournament (that's *FAFCT for insiders*). This event will take place on the four-court croquet field adjacent to Jud's Brown Building in Gowensville. A map and directions to the JBB will be emailed to all members a week or so before the event so watch your in box.

There are three entrances to the JBB complex. These are referred to as the Upper, the Green Gate and the Lower. The Upper entrance is farthest North on Highway 14. This entrance will come into play only if we need additional parking for spectators. The Green Gate is, not too surprisingly, mid way between the Upper and Lower entrances and it is marked by a green gate. This entrance will be used for parking by the competitors. If you are not a competitor, please do not use this entrance. The Lower entrance is the one most familiar to those of you who have gone on FBCC drives. This is the entrance farthest South and closest to Lister Road. This is the entrance for spectator parking.

This event will be a Picnic. After you park, bring your own food, beverage, chairs, tables and shade up to the Competition Courts. Plant yourself anywhere around the perimeter of the Courts or just wander around from Court to Court cheering on your favorite team. To see to entire Tournament, spectators should arrive between 9:30 and 10am, however, arriving any time you feel like it is OK.

The Tournament Schedule is:

9:30am Competitor Meeting in the Tractor Shed adjacent to Court 3 Spectators are welcome to attend this meeting. Competitor attendance is mandatory. At this meeting the Teams will draw lots for Tournament seeding, select their equipment (Balls, Mallets and Clothes Pins) and be assigned their Court for the Quarter Final Games.

10:00am Quarter Final Begins on Courts 1 – 4

At about noon the Semi Finals (Yes, the infamous *Final Four*) will begin on Courts 3 & 4 (or maybe 1 & 2, who knows).

At about 2pm the Competitors will take a lunch and refreshment break. *THE MONTHLY MEETING IS EXPECTED TO COMMENCE AT THIS TIME* (Note that spectators of course may eat and drink whatever they brought whenever they wish **there will be a Port-a-Potty on site for those in need**)

Between 2:30 and 3pm the two finalist teams will square off for the Championship Match to be followed by the awarding of the FBCC stick-on decals and the Coveted Green Glove.

Here are this year's Competitors:

StickyWickets

Robert and Jennifer Fleming

Pinot & Cheap Beer

Jud Chapin and Jo Coyle

GeeWhiz

Chuck and Dee Ann Gee

Strikers

Tom and Connie Buto

TR&B

Scott McCombe & Bill Bowen

A Rock and a Hard Place

Paul Zimmerman and Pam Stone

Footloose

David and Julia Benson

Cut & Buttered

Peter DeJong and Drew Steidinger

Annual Veterans Drive and Celebration

FBCC and BCCWNC Joint Adventure

Mica's Restaurant in Cashiers

November 8, 2025

I am pleased to announce that the 7th Joint British Car Clubs, FBCC and BCCWNC, will be honoring and celebrating our Veterans with a drive through the mountains and valleys of western NC on Saturday, November 8.

We will begin our Joint Club Drive at the Dollar General on Highway 276 outside of Brevard and follow a route that includes East Fork Rd, Highway 178 through Rosman and Highway 64 to Mica's.

FBCC Easterners - Depart Jud Chapin's Brown Building at 9:15

FBCC Westerners - DEPART (11/276) PARKING LOT below Caesar's Head at 10:00

FBCC - BCCWNC Joint Group DEPARTS from the Dollar General, 1985 Greenville Hwy, Brevard, NC on Highway 276 at 11:00

Our destination is MICA'S in Cashiers, NC for the Gathering of Drivers where we will honor our BCCWNC and FBCC Veterans. The ceremony of recognition will occur on the covered outside deck. Ample seating is available.

General Information

The Joint Veterans' Drive was started in November of 2018 which included the British Car Clubs of Western North Carolina and the Foothills British Car Club of upstate South Carolina.

This was the first Joint Club Adventure of both clubs hosted by Dennis Somerville of Central SC. He himself is a USMC Veteran who served in VietNam in 1970.

Both car clubs, in addition to owning classic and modern British Marques, are very patriotic, sharing a common bond with those who have served. Hurricane Helene impacted last year's drive but the previous drive was attended by 39 British automobiles with 71 pilots and co-pilots of which 13 were honored veterans from the USMC, USA, USN, USAF, RCAF and the Dutch Army. The anticipated Marques include examples of Triumphs, MGs, Austin Healeys, Jaguars, Minis, Lotus, Sunbeam Tigers, DeLorean, and Morgans. We are especially looking forward to an exhilarating drive with beautiful British Automobiles, fall colors, and fellowship as we honor our veterans and their service.

What I Need From Previous Attendees

Please review the email sent with a participation attachment of the folks from the drive roster of last November 2023 event. I'm asking you to verify the information I have for you. Please reply to me only at czindms@gmail.com to acknowledge and amend, if necessary, the information. If you are NOT on the list, send me the information requested below.

Here's what I need from NEW participants

List yourself and your co-pilot if you have one.

Which car you'll be driving (year, make, and model).

Where you'll "Meet-up" along the route unless you are solo routing to the Dollar General in Brevard.

Lastly, if you or your co-pilot are veterans, please let me know. I need your NAME, BRANCH OF SERVICE, and RANK. This is a recognition of Veterans and a spirited joint drive for both British Car Clubs!! My email is: czindms@gmail.com

Information Needed Example:

Pilot: Denny Somerville
Co-pilot: Kathy Somerville
Meet-up: 11/276
British Car: 1970 Triumph TR6
Veteran: Dennis Somerville, USMC, Sergeant

The President's Overnighter: The Successes Added Up



The weather and winding roads made up for maybe most of the troubling issues faced that weekend

And the Fire Gods threw down a few lightning bolts to help warm up the evening



"Brakes? I don't need no stinkin' brakes? Wait a minute..."



Carol: "Roy, I found a perfect project for you at this museum"

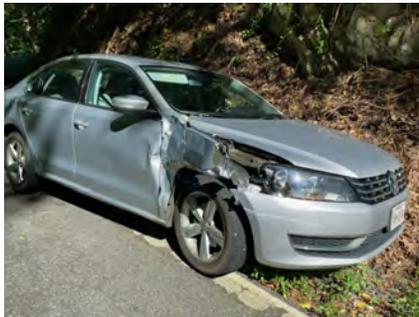
Just Getting To Townsend Provided A Challenge For Some

It was the best of trips, it was the worst of trips ... Peter and the Harleys

By Jud Chapin

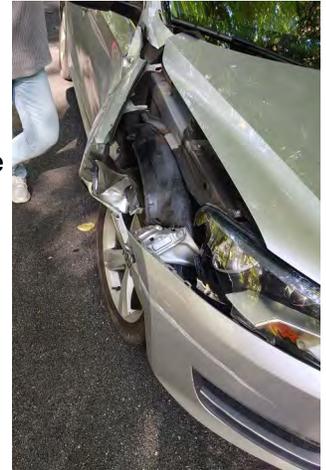
Early on a Friday morning about 15 intrepid FBCCers took off from the Holley Springs store for an adventure. The destination was Townsend, Tennessee, and the route was, let's just say, circuitously interesting. Given the size of the safari, we traveled in two groups – the Buto Group and the McCombe Group. I, along with Peter, Mike, Marty, Eddie, and Drew, were in the Buto Group. We did very well until after we stopped to view the Fontana Dam. The McCombe Group had separate and different issues that others can best describe.

The road leaving the Fontana Dam is, if not a part of it should be, part of the infamous Tail of the Dragon. We were headed up hill with Tom in the lead and Peter behind of me somewhere mid-pack. As we entered a pretty sharp left hander a gaggle of 5-6 Harleys came roaring down the other way. Tail end Charlie ("TEC") who, we were later told, had been hot dogging all day, entered the curve way too hot, downshifted improperly and began to slide across the centerline directly toward Peter's windshield. Peter swerved to the left and almost, but not quite, missed TEC who by now was totally out of control and sliding sideways. Part of TEC and part of his Harley hooked Peter's right front fender and tore it almost completely off. TEC left his Harley and headed bodily toward the "Go down very far and very steeply" side of the road. Fortunately for him, colliding with and tearing off the fender on Peter's car took away a substantial amount of TEC's momentum and he came to rest just off the road at the start of a vertical drop of several hundred feet.



TEC's H-D buddies were all ahead of him and they didn't immediately realize what had happened so they kept going for a bit. Peter had to stop on the wrong side of the road with his fender hanging on by only a thin piece of sheet metal. I saw the whole thing in my mirror and I stopped as soon as there was sufficient shoulder to pull off the road. We went back and found TEC on his back about 30 feet from where his Harley had ended up. TEC was in danger of sliding the rest of the way down the side of the mountain. Peter went down the embankment, found some footing and I sat down above TEC's head and shoulders. We attempted to pull TEC up to level ground. TEC was wearing a motorcycle vest that I could pull on but I lacked the strength to do my part. In just a few minutes TEC's buddies showed up and two of them took over where I had failed. They, together with Peter got TEC up to level ground where he was as comfortable as a man with 7 broken ribs, a dislocated shoulder and an arm broken in two places can be. Of course, in the middle of the east Tennessee mountains there is no cell phone service but, it turns out, that Jo knew that there is an "emergency" function in cell phones that connects to satellites for just such a contingency. She was able to contact 911 and, in due course (30-45 minutes) the ambulance and EMS showed up. They put TEC on a back board and loaded him up for the trip to ??? but they didn't get going. We soon learned that they had called for a helicopter to find a nearby place to land so that TEC could be swiftly taken to an emergency room. We could hear, but could not see, the helicopter arriving nearby. Yes, I believe that this was not their first rodeo.

Peter zip-tied his fender back onto his car and, after describing all of this to the NC Highway Patrolman, we resumed our journey to the Townsend Gateway Motel.



The First Challenge: Can You Hear Me Now?

By Tome Buto

As we were traveling along The Dragon on our way to Townsend, Mike Barefield shouted over the radio that there had been a motorcycle accident. As a group of bikes rounded the corner going in the opposite direction, Mike saw one of the bikes begin to swerve uncontrollably and out of his rear-view mirror he saw the bike go down. I was leading a group with Marty, Eddie, Drew and Mike behind me. We immediately pulled over to the side of the road with our blinkers on and began waving down traffic headed for the wreck. Peter and Jud were no longer with us and not in sight. Thank goodness for radios as we were able to find out that Jud and Peter were ok but that the out-of-control bike slid into Peter's right front fender and the rider was injured. After some time, we found out that Peter's car was drivable, but it would be some time before the emergency vehicles and police would be there.

Marty, Eddie, Drew and I decided we should head onward as we were not in a safe place and there was really nothing we could do to help.

From the Dragon we took a right on The Parkway headed for Townsend. Although not as twisty as The Dragon, it is still a very curvy road with no real shoulders for emergency pull offs. Drew was behind me and noticed that Marty and Eddie were no longer following. With his radio, Drew suggested we pull off in the next overlook. We did so and waited for Marty and Eddie to come around the bend. Well, they never did. There was no cell service, and it was impractical to head back towards Marty and Eddie in our cars as there were no pull offs that we could remember. We were also out of radio range. I walked out to the road and through the woods a few yards and was able to contact Marty and Eddie with my radio. I think this was about 4:30 or 5pm.

After some time passed Marty asked that I get a tow truck to them. He gave me his account information with Allstate who was to provide the service (RIGHT!) Drew and I drove uphill to a trailhead with parking and we had some cell service. I must have been on the phone with Allstate (I think in India) for close to an hour repeating account numbers, type of car and location many times. Oddly, my Allstate contact did not seem to recognize what an MGB was and did not know anything about Smokey Mountain



Breakdown 1: John & Dianne Svensen's TR6
We tried every trick in the book but couldn't get the engine to fire off. The Gremlins were settled in, so a tow truck was called.



Breakdown 2: I'm telling you, David, that battery is HOT, I mean VERY VERY HOT!
Brett's hands turned red!

National Park. We settled on a small 2 seat convertible!

Happy that Allstate finally said they will dispatch a tow truck within the next hour or so. I emphasized that Marty and Eddie were not in a safe place, so time was of the essence. We dove back down the road to the original overlook and were able to radio Marty and Eddie that help was on their way. About that time group 2 of our drive reached Eddie and Marty.

Given there was nothing more we could do, we drove on to Townsend.

The 2nd Challenge: Are You Ready To Spend The Night Here?

By Eddie Saunders

The story is a long one. As you know after the incident with the motorcyclist, One hour later, Marty's car shut down. Brett Looper discovered the battery was blistering hot and he almost burned his



"Don't you think we should move this boiling hot battery farther away?"

fingers getting it out of the battery box behind the passenger seat. At that point the group decided to head to the motel, taking Pattie with them, promising to arrange for a flatbed to pick up Marty's car. After waiting 1 hour Marty asked me to tow his car (he had a tow rope) to a safer spot about 600 yards further up the road. At this point we had one bar reception on our iPhone. Called Tom Buto who informed us a flatbed would be getting to us in 2.5 hours. After waiting till 7.30 we called Tom, and he gave us the number of the roadside service company. We called them and found out the tow service was canceled by his roadside insurance company.

speaking to the town service company we told them we were still sitting on the side of the road, they informed us they would contact Marty's insurance company, and we should wait to hear back from them. Now 9.00 pm we called the tow service company, and they again informed us the insurance company said no roadside service was required. We told them we were in a very dangerous spot on the side of the road and absolutely needed assistance,



Here's an idea... Why don't we call AAA and tell them we are at... WAIT, where are we?

at that time the tow service manager said he was sending a truck and provided us the name and phone number of the driver. We were being eaten alive by bugs, and it was pitch black so we decided to sit inside the car with flashers on. Established contact with tow truck driver who informed us he was headed our way but didn't know exactly whereabouts on the road we were, his boss (the manager) figured out we were about 13 miles from the hotel so he dropped a pin on his GPS and told him to just keep heading down the road until he came across a car (in pitch blackness) with its flashlights on , estimated time of arrival 10.20 pm (now 5hr 20 minutes sitting on the side of the road.

Finally at 10.20 pm with bright flashing lights the two vehicles arrived. The driver informed us just 600 ft up the road he passed 3 black bears headed in our direction. We rapidly loaded Marty's car onto the flat bed and hightailed it out of there.

While waiting for the tow truck I realized I needed to inform the motel of my late arrival, called and got a voice message advising " motel closed for the night, but gave an emergency # to call " Called and got a lady in charge of room service, told her my situation and she replied saying all she could do was call someone in management and ask if somehow they could tape an envelope to the office door with my room # and key (no promises that this could be done) Called Pattie Shane and explained what room service was hoping could be done. Finally arrived at motel at 11.15pm and we unloaded Marty's car.

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I finally got to my room at 11.45 pm Friday night, Saturday morning after breakfast decided to get a new battery for Marty's car, didn't have the one we took out (left on the

side of the road) Marty used a piece of paper folding it to get dimensions, 13 miles to Advance Auto, returned to motel only to find the battery didn't fit, back to Advance Auto, Marty's GPS took us on another route now the 13 mile trip turned into 19 miles.

Bummer. Returned to motel again, installed battery and fiddled

with points, condenser, coil, carburetors all day, got car to run at 4.30 in the afternoon, called it quits, cleaned up for dinner and as you know more drama continued. This was one weekend I want to banish from memory.



"I think those points thingies go in this round doohickey under that rotating whosywhatsit thing..." AND IT WORKS!

More Tales From The Travelers

By Jud Chapin

It was the best of trips; it was the worst of trips ...

Oops, has that already been used? Somebody needs to use it as their title for an in-depth Open Bonnet article.

Drew, notwithstanding the numerous untoward events, I thoroughly enjoyed the tour. OK, two breakdowns and a motorcycle crash on the way tried to dull some of the enthusiasm but cars can be repaired and none of our people were hurt (the motorcycle rider suffered 7 broken ribs, a dislocated shoulder and an arm broken in two places but we are told he will be repaired and is in good spirits; hitting Peter's car probably saved his life). Dinner Saturday night was a CI-Fu but the firepit gathering afterward was great. The lies and war stories told and enjoyed would, no doubt, fill a book.

The trip up to the Cherohala Skyway on The Foothills Parkway was enjoyable driving with beautiful scenery. I was looking forward to the "Skyway" but I

blinked and missed it. Oh well, it's not the destination but the journey that counts.

I'd planned to stay over and come home on Monday but events on the home front suggested that I leave on Sunday, so Roy and Carol and I headed for, we thought, the Blue Ridge Parkway and a leisurely drive

home. The GPS had other ideas and, after suffering the purgatory of traversing Pidgeon Forge, we headed north toward the hell of I-40. I will say, the MGA performed gallantly, and I didn't hold up too much traffic on I-40.

After several miles on the interstate, I saw a sign for The Foothills Parkway; that seemed to indicate that it was going the same way we wanted to go. Thinking anything is better than this interstate, we peeled off and went on an adventure. This was not the same as the "Foothills Parkway" near Townsend that we had traveled on Friday and Saturday, but it was quite nice and maybe ten miles long. It ended in nowhere and the GPS then took us on roads where banjos played. When we got down to a one-lane paved road I began to wonder about Mr. Garmin but, in the end, he came through. At least much of this part was shady and after a lovely drive through Snuffy Smith's back 40 we came back, surprisingly, to I-40. Well actually, we came back to a line of about 100 cars waiting to get back onto I-40. We were right at the beginning of the massive rebuild where the highway is only one lane each way. It probably took less than a half an hour for it to be our turn to merge onto that single lane. My temp never exceeded 200°F and I was quite proud of it. All the other drivers were wonderfully courteous, and we slotted right in for the next 10-15 miles of stop and ten-mile-an-hour go. Eventually, we got through the construction, and the remaining 60+ miles of I-40 and I-26 were uneventfully good. Travel time from Townsend to home: 4 hours, 45 minutes with no P-stops. Overall, I had a wonderful weekend and I'm ready to do it all again but not right away!!



When you guys figure out where the food is, we'll follow.

What We've Been Working On

From Ryan Owens

A recent Saturday project had me painting my brake calipers on my new M roadster, which surprisingly were not red and everyone knows red calipers stop 100% better than any other color. In true weekend warrior fashion my project turned from simple into Sisyphean when my journey began like most with a quick Google search for "brake caliper paint" to point me in the right direction. I found a few but I noticed what I believe to be new Rustoleum brake caliper paint, and being a Rustoleum kind of guy I saw it was available at Walmart. So clicking that launched my handy Walmart app, which conveniently says they have it in stock, on what specific isle number, and there's even a spiffy store floor plan map to show idiot guys like myself exactly where in the store the paint is located, isle 26 I believe, but don't quote me on that.

Like a man on a mission I knew exactly where I'm going, what I need and where it is to be found. One can of red Rustoleum caliper paint. I get to Walmart and quickly hurry by all the aimless shoppers shuffling around in their pajamas and flip flops buying 50 pound bags of cat food and who knows what, making my way directly to the back corner, isle 26, right side I believe, but don't quote me on that.

I see a few rattle cans of paint down at the end of the aisle, but when I get there, it's Rustoleum but not what I need. Undercoating spray and what not. In disbelief, I walk around to the other side of the isle, but there's no paint there either. So I walk around the aisle again, back to the Rustoleum section, move a few cans around, and still no brake caliper paint. So I stare at the app again. Yep, I'm on the right isle. Isle 26 I believe, right side, but don't quote me on that.

Feeling like an idiot, I chase down the nearest Walmart employee I see. She says Isle 26 is right there, pointing me to another Isle 26, a different Isle 26 than the one I was just on. Apparently there's two Isle 26es, and one is a whole cabinet of rattle cans, but don't quote me on that. Great! I make my way to the cabinet of paint to find that the cabinet is full of paint, but is also locked. There is a button to press to call an attendant. I pushed the button. I wait. I walk back and forth up and down the aisle. There is Rustoleum farm equipment paint. Rustoleum bbq grill paint. Rustoleum Thanksgiving turkey paint. Everything but Rustoleum brake caliper paint. Ok I

made that up about the turkey paint. But they definitely had a lot of damn paint flavors but not the one I needed and the one they said they had. On Isle 26, right side, in the back corner, but don't quote me on that.

So I pushed the button some more. Nobody came. I went up and down the aisle some more. I would have moved some cans around, but of course I couldn't, because they were all locked up. So I pushed the button again. Said a few curse words. Nobody ever came. I cursed again, picked up some super glue, surprisingly not locked up, and went to checkout, without the paint I had come for.

Alas there were at least a dozen people standing in line, waiting to self checkout. A few of them were even wearing shoes. I noticed there was only one other line available, the one with an actual cashier who you hand your money to, and there was only one person in that line, finishing up. I made my way there, paid for the glue and said a few choice words to the kind but clueless lady who offered no help but to smile and say "have a nice day."

Quick-thinking, I went to the nearby Autozone, and sure enough, there it is! Red Rustoleum brake caliper paint. 50% more expensive than the non-existent Walmart paint but here it is in the meatspace, unlocked and I can put hands on it. Sold!

Paint in hand, I proceeded to paint all 4 calipers in an afternoon, and I have to say this is some great paint. Sprays upside down, heat resistant, super glossy, and super thick and 'healing' coverage. I've used VHT caliper paint, metallic mostly, and it's good stuff too, but this Rustoleum is next level.

Part II

Moving on to my next project, replacing the right side window switch in my XJS, which was spoiled by the spillage of a strawberry milkshake, but let's move on. I found a replacement switch from Moss for like \$17 plus \$364



(Continued on page 12)

What We've Been Working On

Ryan Owens (Continued)

(Continued from page 11)

for shipping (just kidding) and thought this will be an easy 5-minute job. You already know where this is going.

The switch plate is easily removed and contains 3 switches, left side window, convertible top, and right side window. There are 3 identical plugs for each switch, and not a lot of wiggle room or extra wire to work with, so you have to do them in order, left to right. By the time you get to the right switch, the one I needed to replace, it was a very tight fit. Or attempt to fit more accurately.

It seemed simple enough. Just plug the darned thing in. But it wasn't going in. Why not? Well after fighting with the wire harness and trying to plug it in without success, I noticed that the plug had a hole in middle in the shape of a "T". The switch had a plastic center post in the shape of a plus "+". Everything else was the same. But a "+" was never going to fit into a "T". Brilliant! Idea... I'll cut off the plastic "+" post with an Exacto knife and it will plug right in. There will still be two side clips to hold it in place, so perfect I thought. So I carefully sliced that plastic post off like an onion, til it was gone. Now it's ready to plug right in I thought.

Wrong. It still won't plug in. How can that be I thought? I should have stayed in bed I thought. I carefully examine the plug and the switch. The plug holes are asymmetrical. Seems to be a perfect match. But wait. They do match up. Only thing is, in true Moss fashion, when you plug it in the holes that it fits, it's



upside down! So the switch will fit, if you cut part of it off and don't mind the window icon being upside down. Brilliant!

As of today I'm still waiting to hear back from Moss on a resolution. As far as we know I ordered and they sent me the right part. QC may be on the downward trend, who knows?

At any rate, I do have shiny red calipers now and half-working window switches as long as you don't look at the switch.



From Nathan Cash

The main accomplishment of the MGA project this month was the fitting of a replacement heater shelf that was pulled from a parts car.



The original heater shelf in this car had been modified to a point of being unsuitable for the project. Both of the long cuts on the replacement panel and main bodyshell were done with a Dremel tool in order to get reasonably straight cuts.



What We've Been Working On

From Paul Zimmerman

As I talked about last month, I was doing some work on the leather upholstery in the Plus 4, and when I had the back seats out I noticed some light surface rust on the panel that sits above the differential. It's what the back seat rests on.

I thought I'll just pop that out, clean off the rust and give it a quick spray with Rust Oleum primer and black paint. When I had the entire back seat out I noticed the metal behind the back



seat rest at the back of the car and the wood was showing wear and tear. So why not do that at the same time. Except in the case of the wood use a black protective outdoor wood paint.



All pretty straight forward until I removed the panel that sits over the differential. The piece of plywood that it rests on towards the front of the car was rotted. It was plywood and the layers were peeling apart.

Using the old one as a template I made a new piece out treated plywood

slid it in and it was also painted black with the same black outdoor protective paint.



What started out as a short job to repaint the metal panel turned into a full weekend of cleaning, fabricating and painting.

But it's done and everything was refastened with stainless steel hardware and nylon lock nuts as the

old hardware was showing rust. And I also painted the top and underside of all the floorboards with wood protective paint while I was at it. Might as well!



The other larger project which is the three wheeler is starting to be put back together. Chris Gilman and I took the summer off due to traveling but we are back at it. Slowly!



Every step takes research to make sure we are doing it right. I spent a good bit of time truing the wire wheels. Chris showed me the ropes and then left me to it which is what I wanted. I learned a lot and I'll share more details in a future article. Each wheel takes about 3 hours to do but I find it very satisfying to know I've done it myself.



September 20: A Marcos, A Brake Switch, Oil Changing, Junk in Your Trunk, & More

The 2025 FBCC Holiday Party - December 13 Click to Reserve

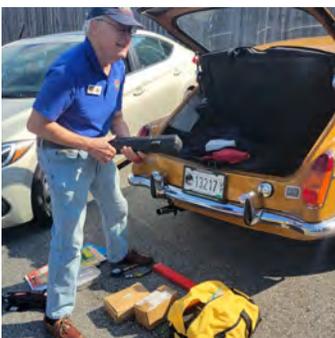


Not a Member? Contact Us At

<https://fbccsc.org/contact/>

Already a Member, Use

<https://fbccsc.org/membership-directory/>



Secret Word:
"Khazy"
Brit slang for Toilet

The FBCC Loves To Drive 'Em

From Paul Zimmerman

As the weather cooled the drives ramped up. Look for this trend to continue into fall. The big event was of course The President's Overnighter to Townsend, TN. Look for more details in other pages in The Open Bonnet but suffice to say it was fun and eventful.

Early in the month we did a joint BCCWNC and SBMOC drive to the Riverwatch Bar and Grill in Chimney Rock, NC. They had just reopened from 10 months of rebuilding after Hurricane Helene. We went to support them and Chimney Rock. We were thrilled to have close to 40 people and over 20 cars make the trip. They gave us the entire upstairs balcony and the food, service and camaraderie was fantastic. It was nice to have to members of all three clubs with of course many who are members of more than just one club.

Jay Kovac organized a drive to the car cruise in at Palomino Retro in Mills Springs. The event raised money for the Polk County After School Programs. Jay led us on a great drive of the backroads of Mill Springs ending at the event where we all enjoyed a bring your own picnic and seeing the other cars.

September 19 was International Morgan Day and so Paul Zimmerman led a drive to one of his favorite watering holes, Oskar Blues Brewery in Brevard. Ken from our club and Robbie from the NC club joined in their Morgans

giving us three Morgans in all. Lots of our members came out as well in a combination of daily drivers and their LBCs. As usual Oskar Blues did not disappoint.

Jud led a "toast not buttered and not sliced" breakfast drive up to the former Grammy's restaurant that was as usual well-attended. A drive to Autumn In the Mountains car show capped off a very busy month. See you on a drive in October!



***You've either got a Morgan,
or you've got something else!***

Links of the Month

(send the editor your favorites)

From David Benson

Jaguar Has Been Hacked!

<https://news.sky.com/story/jaguar-land-rover-factory-closures-extended-to-1-october-13436301>

From Kirk Fisher

TR7/8 as a Healy! (from a Facebook post)

<https://www.facebook.com/share/p/1JmpfbV2SL/?mibextid=wwXlfr>

Your FBCC Name Tags

By Paul Novak

I recently volunteered to reinstitute our practice of issuing free paper name tags/badges and lanyards to new members at FBCC events. I was given my paper name tag/badge at one of the first FBCC Monthly Meetings that I attended in 2022 and I still use it. Since then I purchased one of the plastic/magnetic name tags through our FBCC Regalia Coordinator (currently Tonya Looper) and typically use that while attending FBCC events. Details of how to order the plastic/magnetic name tags (\$11.00 plus \$5.00 for shipping) are found elsewhere in this Open Bonnet. I have found it handy to have my FBCC paper name tag as a backup for FBCC events when I misplace my plastic/magnetic one. I also find it very helpful when other FBCC members wear their name tags at club events to help me with their names. This is not only true for new members but also helpful for those long time members that I haven't met yet or don't see very often.

I prepared paper name tags for the several of the recent new members and will have them with me to hand out at upcoming FBCC events. Please contact me if you would like me to prepare an FBCC paper name tag and lanyard for you and bring it with me to upcoming FBCC events.

<https://fbccsc.org/membership-directory/>

Monthly FBCC Meeting Minutes, September 16

Attendees: 31 were counted present.

(last names only): Barefield, Benson, Blakely, Bowen, Brooks, Dunkel (2), Fallon (2), Fowler, Gee, Jakubek (2), Klug, Looper (4), Mitchell, Moran, Novak, Owens, Smith, Svendsen (2), Steidinger, Swift, Waldrop, Zimmerman, Ragusa, Thornton.

Location: Twin Peaks Restaurant, Greenville, SC.

Opening Statements:

Tony Ragusa, who came in late, is not a member and was given information on the club after the meeting. There were no other new members or guests.

Pete indicated that we had bunches in the account, but the VTR liability insurance will be renewed this month and we had about \$1000 in total expenses from last month.

The club currently has 165 members.

Tonya went through the club regalia items in detail.

Drew indicated that we have space available for the Presidents overnighter this coming weekend.

Make sure you sign the attendance list.

Garage session will be Sept 20.

Rides/Events:

This weekend will be the Presidents overnighter. We will be going on the trail of the dragon 3 times during the event.

Check the website for all rides/event: some include the Morgan ride on Sept 19, Autume in the mountains on Sept 27, croque game at Judd's on 4 Oct (along with the club monthly meeting), Leaf drive on Oct 22 (Paul will lead), Valve cover races with the NC club on Oct 22, Victoria Valley Vinyard cruise in at Table Rock on Nov 1, and the Club Christmas party on Dec 13.

Presentation: Paul Novak gave a presentation on the history of the Jaguar XJS. Highlights were:

Tomorrow, September 10, 2025 will be the 50th anniversary of the Jaguar XJS, which was introduced in 1975.

There are currently 13 Jaguar XJS's in the club. The badge on the hood (bonnet) of the car is known as the "Growler", and can come in

bronze, or gold style, depending on the trim work ordered.

Paul indicated that he has a 1990 XJS convertible. They came in coupe, T-top (cabriolet), and convertible. When Paul lived in California, he had 6 Jaguars. He sold 3 when he moved to SC (E-type, XJS, SJ-12). His XJS has the gold growler.

The XJS had a 21-year production run.

Sir William Lyons was the co-founder of Jaguar along with William Longsley. They started out building motorcycle side cars in the 1920's in Blackpool, England as the Swallow Sidecar Company. Lyons was the designer and stylist for the company. They moved to Coventry, England in 1928 to be closer to more manufacturing. They then became the Swallow Sidecar and Coach Company.

Their first car was the SS-1, and then changed their name to Swallow Sidecar Jaguar (SSJ) in the 1930's

Their next design was the SS-100 in 1936. With the event of WWII, SSJ changed their focus to war material' but they kept the car business in their minds for the future after the war. They developed a new car engine during WWII, the type XK engine. Shortly after the war ended, on 21 Sept 1945, they announced the new XK engine.

After the war SSJ built sedans in models 120, 140 and 150 during the 40's and 50's.

Due to WWII, they decided to drop the SS from their name and went by Jaguar solely.

Then came the car from a different planet, the Jaguar XKE, which was introduced by Jaguar in 1961 and had a 13-year production run till 1974. It had the XK 6-cylinder engine which was eventually upgraded to a V-12 engine. Malcolm Seer designed the XKE (and the XJS later). The XKE had a very low drag coefficient.

Jaguar became known as the car manufacturer for the rich, famous and royalty. Jaguars were owned by Queen Elizabeth, Princess Diana, Bob Dylan among others. Jaguar, Daimler, and Van der Plas were known as luxury cars worldwide.

But Jaguars had a reputation for being maintenance nightmares, but Paul stated that that rumor was spread to keep the riffraff away for our Jaguars.

The E-type production ended in 1975, so everyone expected the F-type to follow, but

along came the XJS on 10 September 1975. The XJS started during the oil crisis. It was large, had the EK V-12 engine, was not really a sports car, and was thirsty. It was also very spartan compared to the XKE. It was difficult for Jaguar to sell, as it was considered a step down from a E-type. It had plastic interior, flying buttress rear, no interior fine wood trim, and a lot of vinyl, and came with an automatic transmission. The rich and famous did not like this.

The 5.3-liter V-12 engine in the XJS was the only mass-produced V-12 engine in the world.

There was no convertible model of the XJS to boot. So, other companies started to take coupe's and converting them to convertibles, some of which were very unsafe. One reputable company, Links Ltd in the UK, properly deigned a convertible around the XJS coupe. Links also made an XJS station wagon. Jaguar had the XJ28 convertible as a development car, but never followed through on it.

By the early 1980's sales were lagging, so Jaguar introduce the XJS HE (high efficiency) model, with a redesigned XK V12 engine. It had a more fuel-efficient V-12, using the May-fireball cylinder head, which got about 2 more mpg. Also, the XJS had more chrome, more leather interior, and more wood veneer paneling. This helped to increase sales.

In 1982 Jaguar introduced the XJS-C, a Cabriolet (targa) style T-top, which was almost a convertible. Charlie Blakely has his style XJS. They made about 5000 of these cars from 1982 to 1988, some with a 3.6 L in-line 6-cylinder engine, and automatic transmissions.

Along come 1988, and Jaguar NA (North America) has had enough and decide they will build an XJS convertible (not Jaguar, Coventry UK). Jaguar NA partners with HesenEisenhart (builder of high-end custom cars) and opens a plant In Cincinnati, OH to convert Jaguar XJS coupes to convertibles. They started in 1986 and build about 2100 of these cars. They had major structural modifications to the frame.

Finally, Jaguar UK comes out with a factory built XJS convertible, completely redesigned structural upgrade with lots of chrome, leather and wood trim. This XJS convertible cost about \$160,000 in 2025 dollars.

In December 1989, Jaguar is taken over by Ford.

Ford owns jaguar until sold to a Chinese company in 2008. Ford does a complete redesign of the XJS in 1991. The Ford 1992 XJS is known as the "facelift" car. It has a bigger hood for the engine, styled wheels, rear wrap around lights, plastic bumpers. They also introduced a 2 by 2 style XJS.

Ford also introduced the XJRS, for the racing enthusiast, with ground affects under side, rear air foil, front air dam, low drag body, transmission changes, and a 6.0 L V-12 engine. Ford produced about 110,000 XJS's, to include coupes (69%), cabriolets, convertibles and XJRS's. The engines were mostly 5.3 L V-12's.

The year 1996 saw the production of the XJS come to an end.

50/50: Pete won the raffle but decided to pass, whereupon, Drew won, but decided to use the funds for the club Presidents overnighter. (\$40).

Have You Checked Out Our Website Lately?

<https://fbccsc.org/>

I Converse has managed our website for several years and does a terrific job keeping it humming along. Recently it was decided the website was due for a refresh and Paul Zimmerman offered to help with that. Paul designed and maintains his own website and has done several over the years including extensive experience in E-Commerce.

Be sure to check out the new calendar section. Hover your mouse over or tap the Calendar menu in the main menu and more menus will appear. There is our full calendar and then individual pages for some events that require more information to be shared or have a registration form. This calendar is updated constantly which means you now have a central place to go to find upcoming events.

Also check out the back issues section of the Open Bonnet. Many of you remarked how much easier it is to now read the Open Bonnet and the back issues are set up the same way. You need to log in to get to it, but once there you will find small photos of all the covers. Just tap or click on the cover that issue comes up. They are arranged by year via the tabs on the left.

We will be adding more to the website, but our goal is to keep it updated with all the latest FBCC happenings.

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

10) British Car Interiors

Michael Ruckman at www.britishcarinteriors.com

Magnetic Name Tags And Regalia Items To Be Offered On The Website

As part of remaking our website we are going to offer regalia items on it. Part of this is to make it easier for our members to purchase items and to make Tonya Looper's job as regalia person much easier. Tonya is a full-time teacher and of course mother to her and Brett's lovely daughters.

Regalia items ordered through the website will be ship only. You will place your order, a flat rate for shipping will be added and when Tonya gets the order she will ship your items. If you wish to purchase items in person Tonya has them at the meetings and some other events. We will no longer be taking pickup orders via email or phone. That's what adds to the workload for Tonya

Magnetic Name Tags will also be offered through the website and will be ship only. That will be a separate form from the regalia items so we can be sure to capture the necessary information. Shipping for the name tags is a flat \$5 even if it's more than one.

We are a fun car club run by dedicated volunteers like Tonya. Anything we can do to make their job easier is a plus!





This FBCC Regalia Page Will Be Replaced With An On-Line Ordering Process Soon

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.

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 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. 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.

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 monthly garage event occurs 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.

Not a Member? Contact Us At

<https://fbccsc.org/contact/>

Already a Member, Use

<https://fbccsc.org/membership-directory/>

Monthly Safety Supervisors 2024
Jack's Place, 617 Poinsett Highway (Rt. 276) 29609

Month	Supervisor
January 18, 2025	Tom Buto
February 15, 2025	Scott McCombe
March 15, 2025	Drew Steidinger
April 19, 2025	Bob Moore
May 17, 2025	Mike Schindler
June 21, 2025	Gerald Petter
July 19, 2025	Roy Scharwachter
August 16, 2025	Paul Novak
September 20, 2025	Mark Riesch
October 18, 2025	Curtis Orłowski
November 15, 2025	Jud Chapin
December 20, 2025	TBD



For Sale: Triumph TR4 parts Contact Chuck Gee at 760-712-6540

TR4A generator, will also fit TR3A and TR4 - \$50
TR2-TR4 clutch pressure plate and disk, new - \$150
TR4 transmission, CT 1363 - \$200
TR4A radiator, good condition - \$100
TR4 Speedometer, curved glass, excellent condition - \$100
TR4 Tachometer, curved glass, excellent condition - \$100
TR4 Temperature gauge, straight glass, excellent condition - \$50
TR4 fuel gauge, straight glass, excellent condition - \$50
TR4 oil pressure gauge, straight glass, excellent condition - \$50
TR4 ammeter, curved glass, excellent condition - \$50
TR4A-TR6 IRS axle assembly with half shafts - \$150 each (have 2)
TR4/4A heater box assembly- \$50

Other miscellaneous parts including switches, switch plates, center dash support, vent ducts, etc. Let me know what you need and I'll take a look.

.....

For Sale: TOOLS, Shop Gadgets & MGB Parts. **We're dealing – make an offer!** Contact Jim Dunkel at 864-633-6470. Call and leave message or text your name & questions.

Tools & shop gadgets

Rack to support door for work & painting - \$20
Rack to support door for placement on car – adjusts height - \$20
Central Machine 3/4hp. Grinder with wheels & buffer on stand; 8” Model s-1748. \$129.
Complete Hydraulic Ram Kit in original box, for body work - \$98
Large floor jack - \$65.
2 Plastic car ramps - \$39 for both
2 Spring Compressors - \$14 for both
Soldering Gun - \$16
10 welding rods - \$19 for all
Compcams cam setting degree wheel - \$5
Zim s-type valve lifter #125 - \$15
Tool for honing MGB cylinder bore - \$5
Graco spray gun Model 600, clean - \$80
Touch-up spray gun suction - \$45

MGB Parts:

Twin SU Carbs for MGB, used, with manifold, heat shield, air cleaners, throttle cable, choke cable & linkage - \$395
Weber down draft carb with manifold, used - \$169
New MGB reprint owner's manual - \$16
Two complete rear tail lamps - \$39
New distributor cap & ignition wires - \$18
Original MGB oil pump - \$89
2 new front seat belts, Secon 514130 - \$99
New set of tie rod ends - \$15
New top & bottom radiator hoses - \$15
Rear side marker light - \$5
MGD gas tank sending unit - \$5
MGB steering rack boot, shift lever boot & surround, black - \$9

For Sale: 2013 Jaguar XF Sedan - \$8,500

Beautiful 2013 Jaguar XF sedan is being sold to make way for a new vehicle. 109,000 gentle miles on this always-garaged 4-door sedan. Carnelian red with tan leather interior. Recent tires, brakes, oil, and service. This was our third Jaguar and the one we liked most. Great set of features and electronics and remarkably comfortable to drive. Edmund's says \$9,900, I say \$8,500. David Cordeau david.cordeau@gmail.com +1 (864) 978-3958



For Sale: 1953 MG-TD2

This MG-TD2 is one of the last TD's manufactured in 1953 by Morris Motors in Abingdon, UK. The number "2" in the designation recognizes added body weight (200 lbs) and style changes for the last few cars made with the TD badge. We purchased the car following its near-complete restoration in 1979 and have owned it 47 years. The car odometer reads 33,654 miles and the trip odometer is 1012, which represents the actual mileage since the restoration. The car has won numerous trophies and is in great condition. The interior, exterior and underside of the car are exceptionally clean. In the last few years we've added four new tires, new wheel and master cylinders, a newly chromed luggage carrier, a new distributor, rotor and new battery.



A professional appraisal in 2019 indicated the car has a value of \$26,900. This figure will be used as a reserve when and if listed on Bring-A-Trailer in the coming months. I would prefer to sell it locally if there is an interest with a sales price close to this figure.



Additionally, the car will be sold with numerous new and used parts, to include: an original steering wheel, five hub caps, five tire protectors, a valve cover, 2 wind screens, 2 door handles, 2 air cleaners, 2 fender rearview mirrors, lots of used engine, ignition, and brake parts, a TD Operations Manual, a TD Workshop Manual, a Lucas Fault Diagnosis Service Manual, a Hemmings Collective Restoration Guide, two MG texts (The MG Companion and The Classic MG) and over 200 issues of The Sacred Octagon, MG Magazine, British Motoring, Moss and Hagerty Journals. These will add to the car's value if anyone wants to market used parts. I can be reached at 864-979-6380 with any questions. Thanks for your interest.



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 - 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

For Sale - Garage Dayco Exhaust Hose (\$40)
 2 inch diameter x 11 feet long. I used this hose when I was working on cars during the winter. Price: \$ 40
 Ron Wesley, Located: Simpsonville
Roller141@gmail.com,
 864-395-6740



For Sale - Oil Cooler Adapter \$150 obo
 I have new old stock, Made in England oil cooler adapter and filter with hoses fits a TRIUMPH TR6, TR250, and likely a GT6 and Vitesse. Moss part #635-300
 Contact John Burton at 864-872-2424



For Sale - 1970 MGBGT \$15,000
 This 1970 MGB GT is finished in its original Bronze Yellow (one repaint) with black vinyl interior. Power comes from a 1.8 liter four cylinder engine, five main bearing, 97 bhp engine with rebuilt and tuned dual SU HS4 carburetors. Four speed manual gear box with Laycock electrically operated overdrive on third and fourth gear moves the power to the rear wheels. Other items include heavy duty planetary gear reduction starter, Petronix ignition, remote oil cooler and pusher radiator fan. This is a garage stored, well maintained and very reliable cruiser. Odometer shows 74,088 miles. If interested contact: Pete Jakubek 864-749-5016 voice or text or email: pajakubek@gmail.com.



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 - 1968 MGC-\$20,000
 Call Rich Moran 864-430-8840



For Sale - Knock Off Hubs \$140
 I have three (3) extremely nice fine thread, 12tpi chrome knock offs available. Originally for MGTC, TD, TF, MGA and early MGB's. I believe that they may have been mounted but never used or tightened as there's evidence of grease on the threads. There's no damage that I can see anywhere.
 Unlike the knock offs that are made today, these are solid brass and are identified as,, RIGHT (OFF) SIDE and LEFT (NEAR) SIDE. Reproductions available from most suppliers generally are identified as having only RIGHT SIDE or LEFT SIDE.
 Contact John Burton at 864-872-2424



For Sale - 1994 Jaguar XJS \$16,000
 6cyl 53,000 miles. Nice shape...come look, it's in Greenville. I've owned/loved this beauty for 25 years, Rich Kummrow 262-893-3970 richardk1606@gmail.com

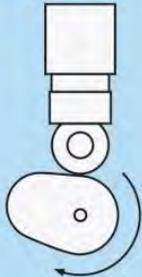


For Sale - 1961 TR3A
 The time has come to sell Blue. I'll probably post her on eBay Motors or BAT. Serious inquiries only please. Contact Scott McCombe at notanmg@gmail.com



PRODUCTS & SERVICES

Abingdon Performance Ltd.



- CSI ignition Distributors
- MG T Roller Cams
- MG T Roller Rocker Arms
- MG T Stainless steel swirl polished valves
- Comp Cams
- Manton Push Rods
- Harland Sharp

Len Fanelli
 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

FINE LINE Auto Works, Ltd.

"Serving the Classic, Exotic, and Special Interest Collector Car Market Since 1973"

- Award Winning Restoration And Refinishing •
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- Paintless Dent Repair •

Denny-Trask • Proprietor (828) 286-3348 • (828) 447-6022 Cell

Triumph Restorations

spitfire4@1147cc.com
 864-613-4184



www.1147cc.com

FLAWLESS FINISH

Joel Moss

Cell: 864-809-1526

Email: flawlessfinishpdr@yahoo.com

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The Open Bonnet

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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.

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

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 <https://fbccsc.org/wp-content/uploads/2025/07/FBCC-Directory-07-15-2025.pdf>

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.

Join the Foothills British Car Club

It's easy. Fill out a membership form found at www.fbccsc.org and submit electronically, or by mail to the address on the form. 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, or \$15 after July 1.

If Not Receiving Your FBCC Google Emails?

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

2025 FBCC Officers

Voting Board Members	
President	Drew Steidinger
Vice President	Paul Zimmerman
Secretary	Nigel Brooks
Treasurer	Pete Jakubek
Board Member	Tom Buto
Board Member	Chuck Gee
Board Member	Tonya Looper
Board Member	Paul Novak
Advisor-Past President	Brett Looper
Appointed Positions	
Advisor	Eddie Saunders
Advisor	John Sharpe
Garage Foreman	Tom Buto
Website Manager	Al Converse
Newsletter Editor	Scott McCombe
Regalia Coordinator	Tonya Looper

Not a Member, Contact Us At

<https://fbccsc.org/contact/>

Already a Member, Use

<https://fbccsc.org/membership-directory/>

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

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

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

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

Find FBCC Calendar Here:

<https://fbccsc.org/calendar/>