



THE OPEN BONNET

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

Nov 2025



MONTHLY MEETING **Tuesday, November 11** **Officer Nominations** **Plus Ryan Owens**

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

TWIN PEAKS

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

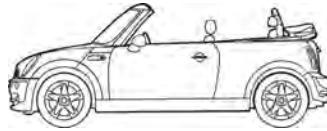
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President's Message

By Drew Steidinger



Fall is a wonderful time to get out and about with LBC's, etc. Many of you have already enjoyed this time and camaraderie together. With each ensuing week, I hope more of you will join in!



It will soon be Thanksgiving, a time to catch up with friends and relatives, including those that may have fallen away from our daily lives. As I reflect now, I again want to thank the members of FBCC who have created and supported such a wonderful entity that has continually offered us friendship and entertainment. So much of my life comes from enjoying our club and its members.

I'm also very pleased that there was no bloodshed connected with Captain Judson's Croquet #1. Competitive frenzy and large wooden mallets were a concerning mix. Thankfully, strict discipline was had with fun for all.

We will vote for next year's Board of Directors at our upcoming monthly meeting on Tuesday November 11, 5:30 pm, at Twin Peaks restaurant. I hope you can attend, eat some tasty food, meet old and new friends, and add your voice as we elect the 2026 Board.

Don't forget our Christmas Party coming up on Saturday December 13. We have a wonderful venue this year. New Realm Brewing Co. at 912 S. Main Street, Greenville, will be the place for FBCC festivities from 10:30 am to 1:30 pm. Lets turn out with holiday casual business attire. Yes, if you must, Christmas sweaters are acceptable!

Welcome New Members

Bruce & Mary Harn

Anderson, SC 29625
1970 MGB

Robert Howarth

Greenville, SC 29605
1995 Triumph Spitfire

Carl Baker

Campobello, SC 29322
1969 Fiat 124 Spider

Richard & Selena Warder

Greenville, SC 29601
1996 Morgan, 1967 Jaguar XKE, 1967 Sunbeam Tiger, 1965 MGB, 1953 MGTD, 1967 Morris Mini

Bill & Susan Smith

Greenville, SC 29605
1952 MG TD, 1966 MGB

Chris Fonteneau

Simpsonville, SC 29680
1966 and 1967 Austin Healey 3000

Bob & Julia Bandhotz

Greer, SC 29650
1974 Triumph TR6

2026 Officer Nominees

Position	2025 Position Holder	2026 Nominee
President	Drew Steidinger	Paul Zimmerman
Vice President	Paul Zimmerman	Chuck Gee
Secretary	Nigel Brooks	Nigel Brooks
Treasurer	Pete Jakubek	Pete Jakubek
Board Member	Tom Buto	Ryan Owens
Board Member	Chuck Gee	Marc Morgan
Board Member	Tonya Looper	Tonya Looper
Board Member	Paul Novak	Paul Novak
Past President	Brett Looper	Drew Steidinger

On The Cover

Eight croquet teams paired of on 4 courts to vie for the coveted green glove award awarded by Jud Chapin on October 4th. For a full accounting of the ups and downs of this unique club event read more on page 5. And if you missed it, Jud has scheduled a repeat for May 23, 2026

Upcoming Events

November 8, 2025



November 23, 2025



Destination: The Cheshire Arms

Location: 10 E. Market Street, Black Mountain, NC 28711.

Logistics: Depart Jud's Brown Building at 9:45 for a noon lunch. Members should email Bill Thornton at billt53@duck.com to register.

December 13, 2025



March 28, 2026



April 30 - May 3



May 23, 2026





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 11:15

FBCC Westerners - DEPART (11/276) PARKING LOT below Caesar's Head at 12:00

FBCC - BCCWNC Joint Group DEPARTS from the Dollar General, 1985 Greenville Hwy, Brevard, NC on Highway 276 at 1:00

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

Croquet! Who Woulda Thunk It Could Be So Much Fun?

By Marc Morgan

Click [Here](#) To Watch The Video From Tom Buto

FBCC First Annual FBBC Croquet Tournament

To say that this event was a huge success is an understatement. The 8 starting teams all showed up

Sticky Wickets

Robert & Jennifer Fleming

Pinot & Cheap Beer

Jud Chapin & Jo Coyle

Gee Whiz

Chuck & Dee Ann Gee

Strikers

Tom & Connie Buto

TR&B

Scott McCombe & Bill Bowen

A Rock and a Hard Place

Paul Zimmerman & Pam Stone

Footloose

David & Julia Benson

Cut & Buttered

Peter DeJong & Drew Steidinger

to give it the old english , "Give it a Go"! Perfect weather and a well groomed (however challenging) field was divided into 4 separate courses, allowing simultaneous team play. The Teams:

Morning dew certainly made for a " slow" start as the rookies and pros alike pounded their way through those " sticky " wickets. In the early go it was quite apparent that Jud Chapin had the distinct advantage on the strategy of croquet play. Welding his mighty mallet with precision, rovered his partner(Jo) to early round victory placing them in the second round over Dave and Julie. Tom and Connie Buto managed to squeak past Andrew

and Peter to secure their first round win. Over on the shady side course (literally) the Gee's couldn't quite hold off Scott and Bill and in the end (I believe) the longest match of the tournament ended with a win for team TR&B.

The Sticky Wickets and Brett and Tonya finished the Elite 8 games with The Sticky Wickets claiming the last spot in the Final Final 4. After a brief intermission to sort out the team matches for the final games and a refreshment break(refill beer coozies), the Final 4 was underway. By now the field conditions had improved greatly and the teams had made mental notes of all the "difficult spots" of the

pace of play was quite a bit faster than previous games and despite coaching from Jud , all finished the quarter finals round in record time . Once again , Jud's knowledge of the game and strategies paid off for team Pinot & Cheap Beer. Although the Strikers proved to be quite the adversary, their luck ran out and Jud and Jo landed in the final match. At the same time Scott and Bill were battling it out with Robert and Jennifer . Almost receiving a technical call on them for slow play from Jud, they managed to finally end the match with the underdogs, the Sticky Wickets as winners.

We now had our final match.... the seasoned team Pinot & Cheap Beer facing the Cinderella team of the Sticky Wickets.

Filled with good lunches and " energy balls" (treats compliments of Connie Buto,... delicious, BTW) , the final match was finally at hand. The ruling



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(Continued from page 5)

committee discussed for some time whether those "energy balls" gave an unfair advantage to those who consumed them.

Both teams "struck out" through the wickets with lightning speed and deadly accuracy. To everyone's surprise, Robert and Jennifer took a commanding lead with Jud having to break out his handkerchief to wipe the sweat from his brow on several occasions. This was going to be a fight to the finish. Jud blasted through the wickets commanding the course but Jennifer was having amazing accuracy with every swing of the mallet. In true camaraderie fashion, Jud attempted to go back and help his partner proceed but wickets got in the way. The team Sticky Wickets kept their eye on the prize. Jennifer threatened to become a "rover" but Jud managed to finish her out early and leaving a sole Sticky Wicket to grab the title. Could he do it.... Jud was hot on the trail but in the end Robert had a straight shot to the stick and took it for the win.

Wow, what an exciting and unexpected finish it was. The cherished (not really) "Green Glove Award" went to Robert and Jennifer Fleming. I'm sure in the off season these teams will be practicing (maybe even with a few player trades) and working on new strategies for next year's tournament.

Until them, keep your wickets straight, your balls clean, and your pegs standing tall! (Note: some editorial privilege was taken with revising this comment)



May 23, 2026 - Spring Croquet Tournament

From Jud Chapin

A decision has been made with thanks to Competitor Chuck Gee for the idea and with the full understanding that, if it flops, it is all my fault and none of his own.

The Spring FBCC Croquet Tournament will be, as announced above, held on May 23, 2026, at the Elysian Fields adjacent to Jud Chapin's Brown Building. Jud will need eight (8) two person teams to fill out the Brackets. Please reach out directly to Jud to sign up to play.

The format will be:

Four rounds of DOUBLE ELIMINATION play followed by a Grand Championship match.
Everybody Plays At Least Two Matches

Just like the Fall Tournament, this will also be an FBCC Picnic and, probably, the May Meeting. Spectators are encouraged to bring their own chairs, food and beverages. Pop-up awnings for shade are also a good idea if you have them. The Club will provide a port-a-potty on site for your comfort and convenience.

Jud will come up with some kind of trophy for the Spring Tournament and reserve the travelling Coveted Green Glove for the Fall Tournament (provided that Shark and Jennifer can find it and can remember to bring it).

There will be one Practice/Learning Session held on Saturday, May 9. If you didn't compete in the Fall Tournament, you'll really need to come to this Practice Session. If more than eight teams want to compete, priority seeding will be given to those teams that competed in the previous Fall Tournament.

Let's drive our wonderful cars whenever we can and play games when we're not driving. As the ad says:

Live Mas Safety Fast!!

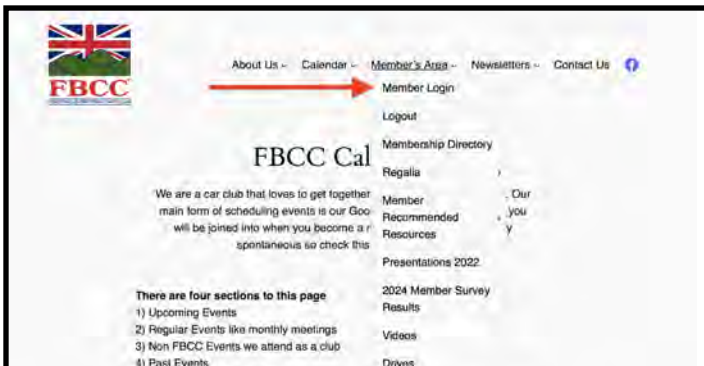
Details available at <https://fbccsc.org/spring-2026-croquet/> and your FBCC Google Group emails.

New FBCC Website Page: Member Recommended Resources

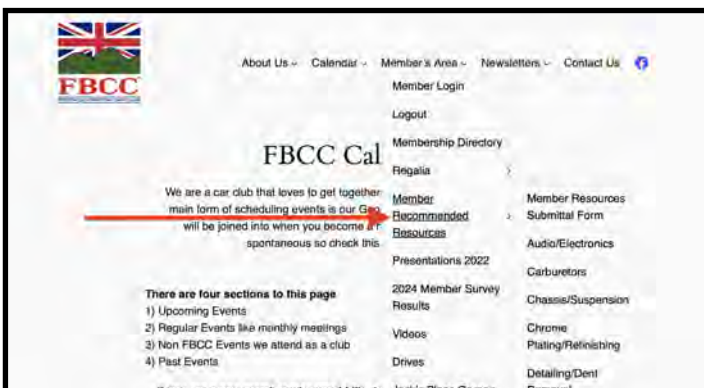
As you may have seen in our Google Group emails, we've added a Member Recommended Resources Section to our website (FBCCSC.ORG). Ryan Owens came up with the idea of gathering all the recommendations our members make in emails into one place so we can all reference it when we need it. Here is a guide on how to access it and use it.

Keep in mind these are recommended by members. The FBCC does not vet or clear them. We trust our members to only recommend resources they have used and liked.

Step 1 - Log into the website using your member log in information. You must be logged in as this area is for member's only. We feel this is something that only paid members should have access to.



Step 2 - Click on Member Recommended Resources In the Member's Menu. A bunch of choices will pop up on the side. Those are the categories we have placed them under. In some cases, a business is under more than one category because they do multiple things.



Step 3 - You can see some of the choices in the red box. Just click on the one that is appropriate for the recommendation you are looking for, and you will find them. We have included addresses, phone numbers and websites if they have one.



Do you have a resource to recommend?

If you do simply click on Member Resources Submittal Form in the menu and that takes you to a page where you can submit one.



Not a Member? Contact Us At

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

Already a Member, Use

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

Mims Update From Northern California

By John & Ellen Mims

Hello Foothills British Car Club Members! For those new to the club in the past 10 months or so, my name is John Mims and I was an FBCC member from about 2015 to 2024. Due to circumstances beyond my control (a new Grandson), my wife Ellen and I moved to Northern California last September. I had planned to write to my friends and fellow FBCC members around the Holidays but I let my other old friend, procrastination, take control so here I am writing almost a year since I left. I will not bore you with the many non- automotive things we have had to deal with, suffice it to say they have been numerous. So much for my excuses.

As we were looking for where to move to in Northern California I would search for any British Car Clubs in the area. As Redding became one of the more likely choices I was pleased to find the Redding British Car Club (RBCC). I went to a club meeting shortly after moving here and they accepted my membership application (says something about their standards). RBCC has about 25 total members but only about 8 to 10 show up for most of the monthly meetings and drives. Naturally with these much smaller numbers we do not have anything near the amount of driving activity that FBCC has, and we do not have a Jacks Garage!



One of the better attended events that we did have recently was a shop tour of 6 members garages. Nothing like getting out and peeking in someone else's garage to see what he has hiding in there, great fun. Besides the usual cast of cars used for the drives, hidden in the garages there was a Jensen Healy, a Jaguar Mark II saloon, an MGB in the middle of a V8 conversion and one garage had a collection of Lotus Europa's and a couple of Esprit's- in various states of repair. A good time was had by all.

Another event we had recently was attending an open house at Kevin Kay's Restorations here in Redding. Kevin Kay Restorations caters to British and European cars but specializes in Aston Martins. If you get the Hagerty Drivers club Magazine you will find a recent article about the James Bond Aston Martin build that was done by Kevin Kay restorations about a year ago. When we visited, KKR was prepping multiple cars for Pebble Beach so no pictures were allowed but take my word for it, the cars we saw there were spectacular.

Here is a link to a youtube Video about the James Bond Aston Martin.

<https://www.facebook.com/kevinkayrestorations/videos/3872940009619229>

John can be reached at joelka65@gmail.com.



This picture was taken from a drive in Mid-April. Three Triumph's, on MGB and on XKE 2+2. There was still lots of snow in the mountains that surround Redding on three sides.

To read more about John, see the March 2020 Open Bonnet here:

<https://fbccsc.org/wp-content/uploads/2025/08/2020-03.pdf>

Overdrive Tech Tip

From David Brooks, BCCNWC / FBCC / VTR

An Overdrive Curse Reduction System

For those of us fortunate enough to have an LBC gearbox fitted with an optional Laycock-de-Normanville Overdrive, be it in a Triumph, MG, Jaguar, Sunbeam, Singer ..., the overdrive switch simply turns the overdrive on or off. An overdrive lockout operates when 1st or 1st & 2nd gear are selected depending on the model to prevent excessive torque damaging the overdrive unit.

Anyone who has driven an LBC with overdrive has at some stage forgotten to turn off the overdrive before stopping the car at a junction or traffic light. When starting off again, the engine then bogs down as 2nd or 3rd gear is selected, depending on the vehicle, and the overdrive once again engages.

There have been quite a few "black box" solutions proposed, many of which seem to be unreliable, but one major car manufacturer came up with their own solution – Volvo. Volvo employed a special latching or sequencing relay on Volvo 240 & 740 manual transmission cars.

Note this circuit only works for cars with negative earth.

Depending on the year of the Volvo, two different relays were used, either one will work in an LBC, but some rewiring is required.

- Blue Relay used between 1981 and 1984 – part no. 1259750
- Red Relay used after 1985 – part no. 1347768 (pin numbering is the same as for Blue Relay and each pin number is marked on the relay)

New relays can be found on e-Bay for between \$30 and \$50.

In the Volvo system, the key difference is that a momentary contact switch is used to engage or disengage the overdrive. Overdrive is automatically deselected when shifting into a gear which does not permit Overdrive. Overdrive is only re-engaged when the momentary Overdrive switch is pressed.

The trickiest modification IMO is changing the existing steering column mounted overdrive switch (as used on most Spitfires, TR4, TR5, GT6, Sports6 and Vitesses) from an on/off type to momentary operation, assuming keeping the original look is important to you.

240 M46 OD HARNESS USING 1981-84 BLUE RELAY PN 1259750

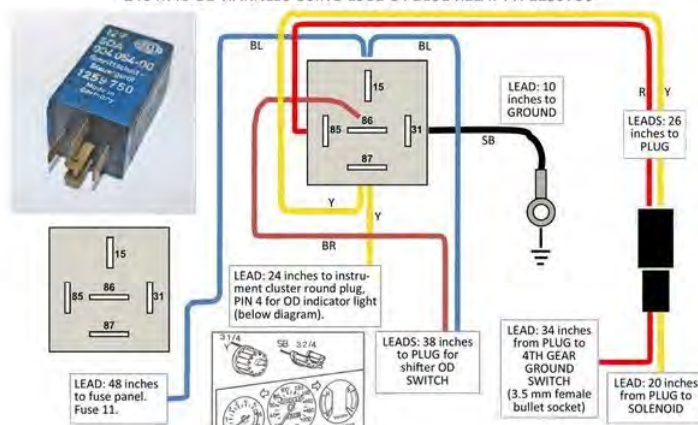


Diagram 1 – Wiring Harness as used in earlier Volvo 240 & 740 Manual Cars

The Overdrive column stalk switch can be modified as follows:

- Take off the plastic knob at the end of the stalk – it's a push fit onto the knurled shaft stalk end.
- Tap out the pivot pin holding the metal body to the stalk and pull the stalk out from the back of the switch housing carefully noting how the spring, insulator, moving contact and ball bearing were assembled.
- Remove the central detente in the metal body of the switch using a Dremel or similar.
- This may be easier if the you bend back the metal tabs holding both sides of the small switch circuit and slide out the circuit board.



Photo 1 – Disassembled Overdrive switch



Photo 2 – Original Body

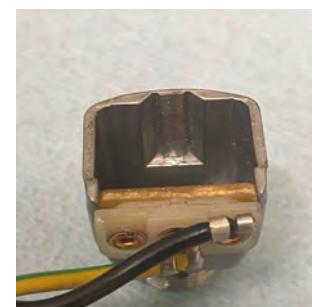


Photo 3 – Modified Body

- Find a suitable small spring to place between the

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metal body and the plastic switch which is sufficiently strong to keep the stalk in the off position (so overdrive is not selected due to a pothole in the road). Choose a spring similar in size to the one shown in Figure 1.

- Drill a small hole on the top of the plastic switch contact holder to locate the spring. The other end of spring pushes against the upper part of the metal switch casing.
- Reassemble the switch as before, but with the addition of this small spring and verify using a multimeter (or bulb and battery) that the current flows only when the switch is pressed down.
- Congratulations, you now have a momentary Overdrive switch.

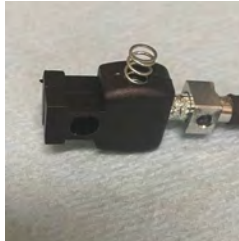


Photo 4 – Modified

Below is the wiring diagram for my Vitesse showing how to connect up the Volvo relay. I was able to use all the existing overdrive wires, but in a modified configuration. Note that the +12 volts is only available with the ignition ON, a separate fuse was added to protect this circuit. An additional wire to indicate when the overdrive is engaged was added - it seems most LBCs had no overdrive indicator, except for Jaguar to the best of my knowledge.



Photo 5 – momentary Overdrive Switch

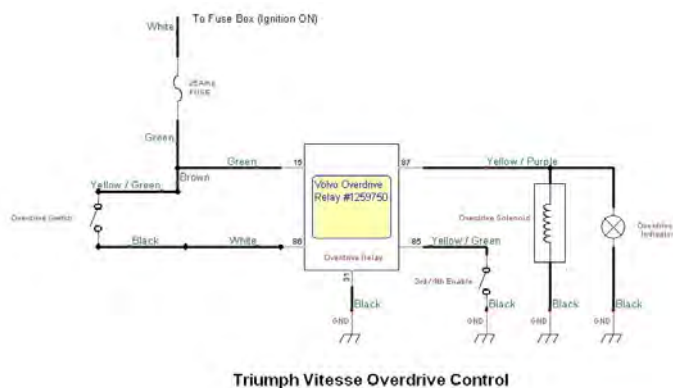


Diagram 2 – Wiring diagram for my Triumph Vitesse

If you make this modification, you will never have to think about whether you turned the Overdrive off as you stop at a junction. Strange how good a feeling it is, definitely a curse reduction system!

David Brooks

BCCNWC / FBCC / VTR

Watch Paul Zimmerman's Carolina Rides Interview Here



Carolina Rides - Foothills British Car Club of South Carolina

What We've Been Working On

From Mark Riesch

Getting ready for paint and bodywork at On the Mark in Taylor's. Full strip to bare metal and then base coat, clear coat. New bumpers out of Vietnam are arriving soon, Making a list of needed weather stripping and misc. parts. Remove dashboard refinish or replace. And on and on it goes.



What We've Been Working On

From Chuck Gee

The new garage project - and so it begins!

My 1957 Triumph TR3 project has begun! It's going to be a long road, but it will be worth it. Separated the body from the frame and built a rotisserie to mount the body on while repairs are made. Anyone out there like to do bodywork?



From Nathan Cash

Over the past few months, there was a major struggle removing paint and rust from inside surfaces and tight areas on the MGA. Sandblasting is not an option for me, but a needle scaler gets the job done quite well. The needle scaler does leave small marks



in the metal, but that will be corrected when I spray high build primer, anyway. I was able to strip the entire engine bay in two days.

I have also begun taking apart my 2008 MINI in preparation for reconditioning. It sustained a fair



amount of front end damage from a deer impact late last year, as well as needing some common wear parts. It will be roadworthy by winter.

What We've Been Working On

By Bill Thornton

Occam's Razor and All That!

Friday October 10th 2025 will go down in history as the day the philosophical principle called Occam's razor was finally proven. Often summarized as "Entities should not be multiplied beyond necessity" it is simply explained that when faced with competing explanations for the same phenomenon, the simplest one requiring the fewest assumptions should be preferred.

What has that got to do with my LBC you may ask? I am getting there. It was a beautiful morning when I set out in my top-down '79 MGB roadster to join other members at Jud's BB for a breakfast drive to Pescado's and Sunrise in Brevard. Up and over Cesars Head, we enjoyed a lovely drive and a hearty breakfast. I have to give a huge shout out to the restaurant, we dropped twenty-odd people on them with very little notice, and they did a phenomenal job in getting everyone in and fed. Great service indeed!

Next leg was a trip over to Mark Dawley's place in Pickens. I had previously arranged with Mark for him to look at the setup of my, relatively new, Weber carb installations.

It was an uneventful drive from Brevard to Pickens with the other club members making the trip, but I do remember running over something in the roadway. I don't know what it was, I didn't see it, but I felt it through the tires, and it definitely hit the underside of my car a couple of times. I thought nothing of it at the time, but I think you can see where I am going with this?

We arrived at Mark's place (a very impressive setup), and chewed the fat for a few minutes. Then, it was time to look at my car. Hurray, the moment had come for my carb to get the time up it needed, let's go!

Jumping in my car to pull it into a free bay, I turned the key and... Nothing! Ignition lights on, fuel pump on, but no whirring into life, it was dead. Having just driven 60 odd trouble free miles, I couldn't believe it. We had to push it into the garage, oh the shame!! Anyway, we left that problem alone to



concentrate on the carb issue first. Mark did his magic, checked a few things, found a few things, mainly fuel pump pressure was too high. I felt good that the carb issues were finally being looked at, but my mood was darkened by the impending thoughts about getting home. Not AAA again, I was not a happy bunny. The crowd of on-lookers tried to lighten my day by laughing and joking around and quaffing multiple beers on my behalf. I'm going to call them Jud, Chuck and Mike. Thanks guys!



So, here we go with the dead key issue. After many suggestions, starter, solenoid, alternator, push start et al, Mark suggested he install a jump wire to the starter solenoid to get me going. So, we jacked the car up and Mark slid underneath to take a look and uttered these famous last words, "Hey guys, there is a wire off under here" Yep, the wire to the starter solenoid had detached from the lug and was hanging down. A quick reconnect and, boom, there she goes.

Occam's razor, QED ("that which was to be demonstrated"). Many thanks to Mark for his efforts on the day and especially his 'HI-Tech' fix for my fuel pressure problem. Ingenious!

From Scott McCombe

If you are selling your LBC through an auction, it just has to be as "right" as possible. My 1961 TR3A decided to throw a curve ball and developed a coolant leak at the filler neck junction to the radiator. Oh great! Off came the front apron and the radiator was beautifully repaired at Augusta Road Radiator. The disassembly provided an opportunity to do some clean up, paint touchup, and photo ops, so I'm starting to pull together the best pics and prepare the documentation for BAT. More work than you'd think.



What We've Been Working On

From Roy Scharwachter

The editor received the following pictures documenting a full "refurbishment" that Roy has undertaken for his chiropractor's MGA.

Roy reports, "This red MGA came to me the last week in July with the primary request to get it started. When it arrived I gave it a well-deserved bath. I noticed that there was much more that was needed beyond just getting it started. The SU carburetors were frozen tight, and the fuel bowls were located on the wrong side. A GM alternator was held in place with one only bolt. A 5-main bearing engine had been installed but the transmission crossmember had been cut out. A new transmission mount needed to be fabricated from scratch and the universal joints needed to be replaced.



As Found



Almost Finished

The brakes were frozen solid requiring a come along just to winch the car into my garage. I decided that we needed to replace the wheel cylinders, flex lines, and brake shoes. Then the rear axle seals had to be replaced to prevent oil leakage.

Both the dashboard and a new wiring harness had to be installed, along with new LED head lights. The owner had a new, but old interior that needed to be installed with the windshield. The original battery box was corroded so I installed a new one with hold downs and added a battery cut off switch.

Yup, there's still quite a bit to do, but the end is in sight.

Editor's note: The car would most likely have remained disassembled and not roadworthy had our club MG guru not offered to revive this classic. Call Roy a one-man recovery team!



Roy worked himself to the bone on the MGA!

October 18 - Jack's Place Is Always Busy

Pictures from Ryan Owens Plus



The FBCC Loves To Drive 'Em

Pictures and Story From Chuck Gee

2025 Fall Leaf Peepers Drive

31 people in 21 cars left the Holly Springs Country Store in pursuit of the fantastic colors that fall produces in the mountains. The weather was fantastic albeit a little chilly in the morning. Led expertly by Jud Chapin, the group managed to stay together for the whole drive, which took us up across the blue ridge parkway and down into Canton for lunch at Jukebox Junction. We did one stop for a group photo at a park and ride on the way and still managed to regroup together for the rest of the trip. Many enjoyed a famous milkshake along with their meal too! Thanks to Jud for a terrific drive and especially for scheduling it on my birthday! A great friend indeed. Consider the leaves peeped!



The FBCC Loves To Fix 'Em

From Charlie Angle

On a pretty August morning my wife Barb and I had some errands to run in Clemson. We decided to take the Triumph TR6 to enjoy a nice drive into town. On the way she and I noticed a bit of shuddering or vibration in the ride. The road was being prepped for repaving, so I thought little of it. I dropped her off at our first stop and as I pulled out of the parking space, the car was now making a clanking sound from underneath. It sounded a bit like the seat belt buckle banging against the ground. This had happened before when the retractor failed to do its job and the belt hung outside the door when it was closed. I pulled over and checked. Nope, that wasn't it.

I continued on to Publix, clanking and vibrating into the parking lot. I checked under the car again and looked around the suspension and wheels. Nothing unusual.

After running my errand and back in the car, I started on my way with a clunk now added to the sounds and ride. Remembering back 35 plus years when similar symptoms led to me being stranded in rush hour traffic in Dayton Ohio, I decided not to try driving home and risk subjecting Barb to a similar stranding. At least it was safe and out of the way in the Publix parking lot.

Now what to do? My insurance coverage had a roadside assistance provision, so I called them for help. After calling the wrong departments and being placed on hold for seemingly long stretches of the morning, I learned that "roadside assistance" was a reimbursement provision, not actual assistance. Ugh! I looked up towing companies and then wondered if Mark Dawley could help or offer some

suggestions. When I called, he and Diane were getting ready to take the boat out on the lake. But he put that on hold, hooked up his trailer to the jeep and came to get us. (By this time Barb had walked the mile or so to join me in the parking lot.) We left the TR6 in his garage and borrowed a car to get home.

Then came the challenge of troubleshooting. Despite having owned the TR6 for over 40 years, I am at best an amateur mechanic and have left any hard work to the professionals. I thought the problem may be in the drivetrain but didn't really know what I'd be looking at or for. I described the symptoms to Mark and Bob Moore, who offered to help. We put the back end on jack stands, looked it over, ran the car, and saw no problems. No clanking, no issues.

Bob and I took it out for a drive. It was a mechanical miracle! All seemed well. No noise. No vibrations. When he got out of the car, Bob tightened up the loose passenger seat belt and the buckle knocked against the metal retractor body with a clank. He did it a few more times. Is that what I heard? Damn! I was quite embarrassed that it looked like I put everyone through a lot of trouble for a seat belt retractor!

Dejected, I drove the TR6 back home. Half a mile from the house, the clanking and vibration resumed from under the car. A clunk when shifting. I took a video and sent it to Mark and Bob. I wasn't just hearing things! A few days later we put the car on the lift and checked the drivetrain again. The driveshaft, or propeller shaft in British terms, isn't supposed to have play in it. I had a bad universal joint.

I ordered new joints from Moss, including a spare in case I messed one up. On Mark's lift, I removed the exhaust pipes up to the manifold to get to and remove the driveshaft, replaced the joints, and reinstalled it all. It was easier than I expected. Mark was a great help, showing me how to remove and replace the joints – even better than a YouTube video! The TR6 is now back on the road and running well.

Lessons learned: Check your insurance to see what is really included in your coverage! Problems don't often just go away or get explained away too easily. The club members are great people, looking out for each other, and willing to help and train those of us less knowledgeable or skilled with our cars!



Updating Your Password For The FBCC Website Members Area

Our webmaster, Al Converse, has provided a very easy way to update your access to our FBCCSC.ORG website members-only area. Assuming you were originally setup for our website with your email address when you joined the FBCC, please follow these steps:

- 1) Select "Member Login" from the "Member's Area" drop down menu.
- 2) Select "Forgot Password". Your user ID is the email you use for our FBCC Google Group.
- 3) Enter your email address and select "Reset Password". It may take up to 24 hours to receive a new auto-generated password to your email in an effort to impede hackers.



Secret Word:
"Kip"

**Brit slang for a
snooze**

Links of the Month

(send the editor your favorites)

From David Brooks

Retro Sports Cars Hand Made in Bali

https://www.youtube.com/watch?v=r_8cDXSPO4k

From John Mims

Here is a link to a youtube Video about the James Bond Aston Martin.

<https://www.facebook.com/kevinkayrestorations/videos/3872940009619229>

From Tom Buto

FBCC Croquet Tournament Video

<https://drive.google.com/drive/folders/1ONeDQVYDXWzFnH86fsLPT324qdQ-xAx7>

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/>

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 2025

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 Orlowski
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

CLASSIFIEDS

FOR IMMEDIATE SALE: 1969 MGC Roadster, Snowberry White, \$25,000

Excellent condition mechanically and cosmetically.

Stripped and completely repainted 2017

Since then, numerous repairs, improvements, and reconditioning have been done including:

- 4- 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. etc. etc.

I have extensive documentation showing much more.

A rare car, well taken care of always.

Drew Steidinger, 910-528-6939

astei@me.com, Greenville, SC



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 -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 - 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 - 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 - 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 - 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



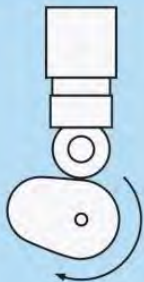
For Sale - 1961 TR3A

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



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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.

TR City

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alansalvy@gmail.com

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The Open Bonnet

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Karen McCombe, Proofreader
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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

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<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/>