



# THE OPEN BONNET

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



## **MONTHLY MEETING** **Tuesday, April 14**

### **Valuing Your LBC**

- ⇒ **Dinner 5:30pm (optional)**
  - ⇒ **Club Meeting 6:30pm**
- Kouzina Restaurant**  
**1325 Miller Rd.**  
**Greenville, SC 29607**

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## President's Message

By Paul Zimmerman

I love our Google Groups Email Chain.

When I was at our TIEC event last month, another club's President remarked they had gone to our website and was amazed at how much we have going on. Also, how much work it must be for our officers to organize it all. I told him it was just the opposite. Our members organize it.



I explained to him how Google Groups works and it instantly allows any member to communicate with the entire membership. That means every member in our club is an "events coordinator". A lot of our events start with a simple email from someone saying "the weather looks good Thursday who wants to go to lunch". Next thing you know there is a convoy of cars heading up the mountain, or down towards Easley or wherever, having a great time and enjoying the driving and social aspect of the FBCC.

He asked me if this meant we were a more bottom up run club in the sense the membership was very active in the various aspects of the club. I said yes, and that in my opinion is why we are a vibrant club. Also socially, we don't just see each other at an event. We "see" each other constantly through the Google Email Chain. What we are up to on our cars, what we are planning, what we are doing, about to do or want to do - the list goes on. This is a big part of the glue that binds the FBCC together despite covering a broad territory. We are in touch with each other on an almost daily basis.

Now, I realize for some the volume of email can be overwhelming at times and we plan to discuss that at the next Board Meeting on May 6. There are simple things we can do to cut down on the quantity without sacrificing the quality. For example if you are responding to someone organizing an event just respond directly to them with your yes. No need to copy the entire group. Just remove our [fbccemail@googlegroups.com](mailto:fbccemail@googlegroups.com) email address from the To field and make sure it contains only the person organizing the event. Ditto if you have a part someone is looking for. So instead of instantly pressing the "reply all" button think if everyone needs to see your response and if not just reply directly to the sender.

While I'm on it, please, please put your name at the bottom of your email. I cannot count how many times I've gotten a response saying "I'm coming" with no name and so I have no idea who that person is.

Our group is growing so it's important we start to think about how we use the Google Groups email chain. But one thing I know for sure is we do not want to lose it. As

that President of the other club learned it's a huge part of what makes the dynamic of the FBCC so special.

And a shout out to Scott who is our Google Groups Administrator and oversees the entire thing!

### Welcome New Members

**Josh & Mary Singleton**

Piedmont, SC 29673  
1976 MGB

**Erich & Libby Frohlich**

Landrum, SC 29356  
1958 Nash Metropolitan

**Mike & Cathy Feinstein**

Westminster, SC 29693  
1976 Triumph TR6

**Gail & David Wesson**

Tryon, NC 28782  
1957 Jaguar XK 140,  
2005 Jaguar X type wagon,  
2006 Jaguar X type sedan

**Ross & Amanda Green**

Greenville, SC 29627  
1962 Austin Healey Sprite

**Fran & Laura Zappitelli**

Salem, SC 29676  
1955 MG TF 1500

**Wayne Cameron**

Piedmont, SC 29673  
No LBC currently

### On The Cover

Once again, Jud Chapin represents the spirit of the FBCC with his sharing of his ride with our younger generation at the Carolina British Classic Car Show. Smiles and joy for children of all ages and a lifetime experience.

## Upcoming Events

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

**April 14 - Monthly Meeting At The Kouzina Greek Restaurant**  
**Topic: Properly valuing and insuring your LBC By Denny Trask**



Denny Trask is a member of FBCC and friend to us. He is going to talk about how to properly value your car for insurance purposes. Denny brings a unique perspective of years of being on the end of the shop that does the work after accidents happen. Properly valuing and insuring your car will help make sure it goes smoothly.



## April 11 - TSD For Real



Time, Speed Distance Rally. New member Carl Baker is organizing this and he is doing a great job. This promises to be a fun event. You can register via our website and a copy of Carl's presentation to the club at the February meeting is also on our website. Just follow this link - <https://fbccsc.org/tsd-rally/>

## April 10 & 11 EURO Auto Festival



## April 25 - Broad River European Classic, Shelby, NC

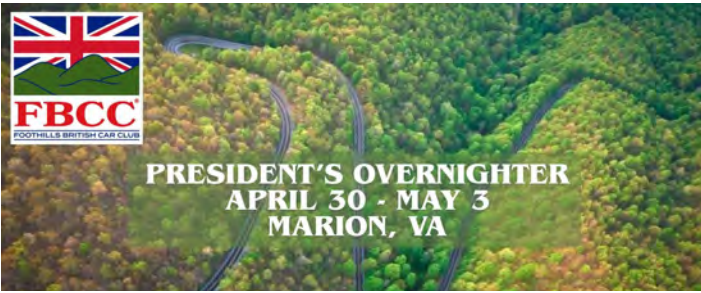


## April 18 - Jack's Place

*Who knows what fun is in store when so many "experts" show up to be problem solvers!*



**April 30 - May 3 Overnighter**



April 30- May 3. President's Overnighter. Marion, VA and the Tail of The Dragon are the centerpiece of this year's President's Overnighter. All the details are on our website - <https://fbccsc.org/presidents-overnights-2026/>

**May 9 - Croquet Tournament**  
**Rain Date May 30, 2026**

The Spring FBCC Croquet Tournament will be held at the Elysian Fields adjacent to Jud Chapin's Brown Building. Eight two-person teams will fill out the double elimination brackets. Backup teams still being accepted, but for now, here's what we have!  
<https://fbccsc.org/spring-2026-croquet/>



<b>1. Stickywickets</b> Shark and Jennifer Fleming	<b>5. Wicket Warriors</b> Marc and Nancy Morgan Fleming
<b>2. Pinot &amp; Cheap Beer</b> Jud Chapin and Jo Coyle	<b>6. Strikers</b> Tom and Connie Buto
<b>3. BAMT</b> Bill Thornton & Martine Thornton	<b>7. Footloose</b> David and Julia Benson
<b>4. GeeWhiz</b> Chuck and Dee Ann Gee	<b>8. The PutPuts</b> Curtis and Brenda Orłowski

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

**May 12 - Monthly Meeting**  
**Presentation: My Life In Comedy & Show Business by Pam Stone**



Pam Stone is best known for her role of Judy Watkins in the hit ABC Sitcom 'Coach'. She is also an accomplished stand-up comic, author and columnist. Join us for an evening with Pam as she shares stories of her life in Hollywood. Pam is also the wife of our President Paul Zimmerman and loves LBCs.

**May 23 - Annual Great Scot!**



**16th Annual Great Scot! British Car Show**  
 Joint Salute to the US and Scottish Military  
 Saturday **May 23, 2026** Memorial Day Weekend  
 Featured Marque **TRIUMPH**

This unique British Classic car show is held in conjunction with the Greenville Scottish Games at Furman University. **Car show spectators are FREE!** The car registration fee (\$40) includes admission for 2 to the Scottish Games. Please register early, prices increase after May 17, 2026.

All British cars and motorcycles are eligible to register.



Greenville Games website  
[www.gallabrae.com](http://www.gallabrae.com)



SBMOC website  
[www.sbmoc.com](http://www.sbmoc.com)



Register for British Car Show  
[www.gallabrae.com/events/british-car-show](http://www.gallabrae.com/events/british-car-show)

**[Click here for registration](#)**

**May 6 - Board Meeting, All Members Welcome**

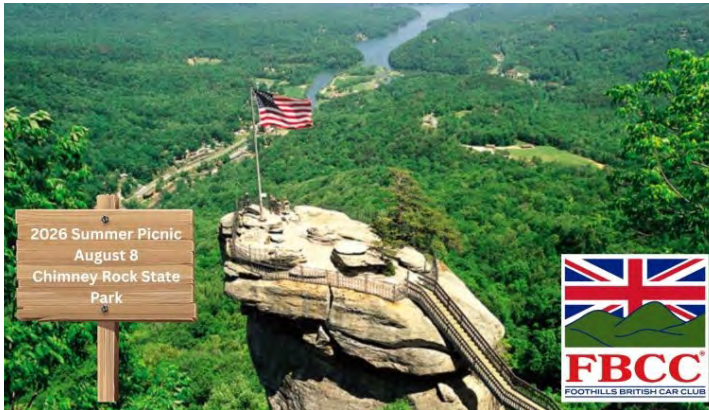


**June 13 - Summer Picnic**



Our annual summer picnic at the Dacusville Community Center. All are welcome. 2671 Earls Bridge Rd. Easley, SC 29640.

**August 8 - Chimney Rock Cruise-In**



We're excited to announce that with the reopening of Chimney Rock State Park after Hurricane Helene, the park has generously agreed to host FBCC for a special picnic gathering! We have reserved 50 premium parking spaces at the top of the lot exclusively for vintage cars — offering incredible photo opportunities with Chimney Rock as the backdrop.

The event is from 9:00 AM – 1:00 PM. We realize some of you are coming a longer distance and ask that you arrive no later than 10:00 AM. If you have reserved a spot via the form below it will be held for you.

<https://fbccsc.org/chimney-rock-picnic/>

**Hennie's Annual Car Show is about to bloom!**

**Saturday April 25, 2026 10 AM-2PM Rain or Shine!**

**Lunch at noon. Bring a side dish or dessert to share and your own drink and chair(s)**



**Show location: 5922 Old Buncombe Rd., Greenville, SC 29609**

**Please Register by April 8!**

**We need to know how many are coming and your choice of pork or chicken so we can order enough!**

**Yvonne.Jacobs43@gmail.com or Phone: 864-360-1640**

**Registration is free, but a generous donation will be appreciated by two great causes: Greer Community Meals on Wheels and Gideons, providing free bibles for area school children.**



## **FBCC Monthly Meeting Minutes March 10**

Attendees: 46 attended.

(Last names only): Baker, Bowen, Brooks (2), Chapin, Cordeau (2), Dawley, DeJong, Fleskoski (2), Fowler, Gee, Jackson, Jakubek (2), Klug (2), Looper (4), Lucas, Mitchel (2), Moore, Moran, Novak, Owens, Petter, Pine, Saunders (2), Scharwachter (2), Sharpe (2), Smith, B. & S. (2), Smith, W., Swift, Thomas, Thorton (2), Waldrop, Whitaker.

LCB's present: Jaguar, Mini Cooper S, MGC, Jaguar E-Type, MGB.

Location: Kouzina's, Greenville, SC.

Opening Statements:

Paul Zimmerman opened the meeting at 6:30.

There were no visitors present. David Lucas was attending as a new member, moving from Florida. He has an MGB and is Mark Dawleys neighbor.

Pete gave the treasurers report, indicating that we spent \$431 last month, and for the year have an income of \$4704. Total in the bank account is plenty for the upcoming year.

Carl Baker's rally trial run will be Saturday, 14 March. Arrive about 8:30 with the first car out at 10 AM.

Jud will have the spring croque match in April. Watch out for emails.

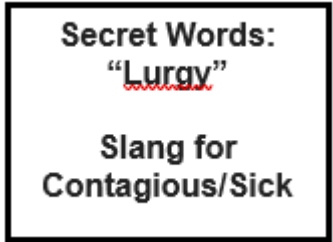
Thursday will be a lunch ride to Spartanburg, with lunch at S & S restaurant.

The FBCC club will participate in the Greenville St Patrick's day parade on March 28<sup>th</sup>. Watch out for e-mails.

The TIEC car show will also be Saturday 28 March at the Tryon Equestrian center.

Program: Terry Jackson presented a program on the GM Vehicle Development Process. He was with GM and was part of the team that developed new GM vehicles. The first step was always: define what you want in the new car. This process started on paper, and covered such items as: styling theme, architecture of the vehicle and where is it going to be built. It involved engineering, finance, manufacturing, and quality control. By architecture, this meant, will it share other parts, systems with existing vehicles such as suspension, engine, etc? Then starts the sketching of the design, followed by clay models

(small & full size). This took at least one year. Terry noted that the concept car was not even approved at this point. When all this was complete, the idea was presented to the board using the VDR (Vehicle Design Review). At that point, if approved, there would be a contract sign out, and the ball would start rolling for building the vehicle. Terry went through the details of building the new vehicle,



## **Links of the Month**

**(send the editor your favorites at [notanmg@gmail.com](mailto:notanmg@gmail.com))**

**From Ryan Owens: The Dark Story of Britain's Lotus Factory**

<https://www.youtube.com/watch?v=GdOt2Twjr3w>



**From Bob Moore: Autoweeks Closer Look at the Ace Café in London**

<https://www.autoweek.com/car-life/a1937926/closer-look-ace-cafe/>



**From Ryan Owens: The Fatal MG Factory: The Disastrous Decision That Destroyed Britain's Sports Car**

<https://www.youtube.com/watch?v=6sV3DHh-SBM>



## Terry Jackson Shares His Automotive Experiences at March 10 Monthly Meeting



This FBCC club has so much expertise in its membership and we always enjoy learning about what they did before retiring or what they do today for enjoyment and fulfilment.

Terry did just that, and we certainly enjoyed it.



## Always A Great Time Hanging At The Dawleys



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## Carolina British Classics Car Show

From Jud Chapin

Tom and Jud took off Friday morning. Jud driving his MGTD and Tom Driving Jud's MGA with the Bimini top up. Taking the back road through Princeton, Laurens, Clinton, Prosperity and innumerable other wide spots in the road. All very pleasant; all blistering hot and all uneventful until 175 miles into our 178 mile trip. About three miles from Tom's hangar at a stop light on a very busy six-lane street in Columbia the TD decided to save gas by shutting down the number 2 cylinder. Of course, I'm at an uphill stop but with copious coaxing I was able to get the TD moving and limp the rest of the way to the Hangar.

I shut down the car to let it cool down and to get myself a well-earned cold one. Tom joined me. After whatever it takes to drink the first cold beer on a hot day, I opened the TD bonnet and started looking and scratching my head. I was mostly on the carburetor side and could see nothing amiss (I probably wouldn't have recognized anything amiss if the whole thing had been screwed up but that's neither here nor there). Tom wandered over the distributor side and after 30 of 40 odd seconds asked if I thought the thick blue wire coming from the number 2

sparkplug was supposed to be plugged into anything. I allowed that it probably should be plugged into the number 4 hole on the distributor (I do know 1342 but don't quite know why). This re-plugging was done with reasonable ease and dispatch and,



*It's all about having fun and Sharing Our Passion!*

Whallah!!, the TD runs like a champ again. The show was windy and cool but pretty good. Neither of my cars took any prizes but the kids liked them a lot.

# Practice TSD Prepares Drivers For Potential Pandemonium Fun!

By Mark Morgan

Well.... the way I recall it is my navigator and I headed out on the open road and doing quite well so we thought. Watching a "mph" gauge bounce from 30 to 40 mph and then having to guess if I was doing 35 mph was the real challenge for me. You'd be surprised how fast things come up (road markers and such) at 35 mph! My brother-in-law calling out the next turn and distance, one step ahead was just not quite fast enough, as we blazed past Pace Tires, looking for that "left" turn. Then 1/4 mile down the road, I started getting a bad feeling we had missed it. Sure enough, just then, here comes a red LBC from the opposite direction, somewhat confirming my suspicion we had missed it. I suppose it's possible that the course would have us go ahead turn left and then put us back on the same road going the opposite direction, but surely Carl wasn't that devious! So, we made the U-turn, went back up to the "Pace tire" marker and there, almost directly across from it was the correct turn....tricky!! After that it was pretty much on-cue rallying. Saw a couple of LBC's along the way pulling into gravel parking lots for a turnaround I suppose. I'm thinking maybe for the actual rally, I may incorporate my GoPro so the sights and comments can be captured. Only the polite discussions between driver and navigator of course! This is one drivers take on the event that surely ranks as a true club driving experience not to be missed!



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# Practice TSD Results

Car	Start Depart	CP#1 Arrival	Drive Time	Par Time	Over Under	CP#1 Depart	CP#2 Arrival	Drive Time	Par Time	Over Under	Total Difference Seconds	Position
1. Judson Chapin	10:10	10:40	30	31:15	-1	10:42	10:49	7	6:75	+1	2	Fast Time
2. Paul Zimmerman	10:11	10:39	28	31:15	-3	10:41	10:55	14	6:75	+7	10	
3. Bob Moore	10:12	10:25	13	31:15	-19	10:27	10:49	22	6:75	+23	42	
4. David Mathis	10:13	10:44	31	31:15	-1	10:46	10:55	9	6:75	+3	4	
5. Marc Morgan	10:14	10:46	32	31:15	1	10:48	10:55	7	6:75	+1	2	Fast Time
6. Scott McCombe	10:15	10:44	29	31:15	-3	10:46	10:55	9	6:75	+3	6	
7. Dave Pine	10:16	10:46	30	31:15	-2	10:48	10:53	5	6:75	-2	4	
8. Phil VanMoulin	10:17	10:47	30	31:15	-2	10:49	10:57	8	6:75	+2	4	
9. Rich Moran	10:18	10:49	31	31:15	-1	10:51	11:02	11	6:75	+5	6	
10. David Semon	10:19	10:56	37	31:15	6	10:58	11:05	7	6:75	+1	7	

# FBCC By-Laws Committee Update

During the 10 January 2026 FBCC Board of Directors (BOD) meeting Paul Novak was appointed to lead a committee to review our 2021 FBCC by-laws and provide a proposed amendment for BOD review and approval. Our club has grown considerably larger since 2021 and we now have a much larger digital footprint prompting the need for this review and amendment. The BOD approved that a committee consisting of Paul Novak and four additional FBCC members would conduct this review with inputs from the general FBCC membership and provide a proposed amendment for BOD review in June 2026. Jud Chapin, Jeff Delk, Pete Jakubek, and Bill Thornton graciously volunteered to be on the by-laws committee and they have all been working together on several inputs for the 2026 proposed by-laws amendment.

All FBCC members in good standing can submit an email input before midnight 15 May 2026 to Paul Novak for the proposed amendment to the 2021 By-Laws. Each input must include three things:

1. The exact 2021 FBCC By-laws wording that should be amended (if any exists).
2. The proposed new by-laws wording exactly how you believe it should read.
3. A justification for why the amendment is necessary.

Please contact Paul Novak at [p.m.novak7@gmail.com](mailto:p.m.novak7@gmail.com) or (858) 342-0445 if you have any questions about the By-Laws Committee or if you would like to provide an input. Copies of our 2021 by-laws are found on our website at:

<https://fbccsc.org/wp-content/uploads/2024/05/FBCC-By-Laws-Nov-2021.pdf>

## Open Garage March 21 - at Jack's Place

What a great day! And no one can say our group of "expert mechanics" don't make every effort to solve the intriguing, unique and perplexing issues brought forward! Read the summary of the diagnostic process below the yellow TR3A and you'll see why that's true. Come join us for some fun every 3rd Saturday as we pretend to know car (and other) stuff.



*Is this what I think it is? How'd that get up there? Well at least I know what the strange sound is. Nope, none of this has anything to do with this car being on the lift, but I'm sure they got it figured out!*



*The parts store said this oil filter is for my MGB, but it's so much bigger! This can't be right. Google says it is, so score one for the store, cuz the DPO put the wrong one on my car.*



*Rod Smith asked the FBCC brain trust for some help adjusting his voltage regulator. With ten other "advisors" looking on, John Burton and Chuck Gee jumped right into it. Voltage 12.5 at idle and at high RPMs it's 4.5V. Wait... Isn't that reversed from what we expect? Let's swap the regulator. OK! Same result - sort of... Let's try adjusting it, but these new ones are all crap. Maybe it's the resistor under the box. Swap - Fiddle, fiddle, rev, rev, adjust, adjust... Same result sort of... AND THEN, "Have we ruled out the generator being Wonky?" Myrna's probably thinking, even I could have thought to consider possibilities outside the box. "By the way, I'm sorta getting tired of sitting in here while you guys play mechanic. Moral of the story - Sometimes it's better just to think about it a bit longer!*



*A North Carolin group from the BCCWNC made a visit to Jack's Place and gave Paul Zimmerman some assistance with his Morgan front suspension.*

## March 21 Jack's Place Pictures Speak Volumes



### **A Summer Reminder! Jack's Place Safety During Open Garage!**

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



*Anyone  
know  
these old  
men? I  
think  
they're  
lost!*

## Saying Farewell To Longtime Member Mike Barefield

It was one of those happy but sad moments when at the last Friday FBCC event at Silos the club honored a very active and long-time member, Mike Barefield. During his more than 30 year membership, Mike has been Vice President, President, Board Member, and Treasurer. He rarely missed a club meeting or annual overnighter and loved to drive his TR6 whenever he could. His expertise on just about anything car related was beyond compare and he was always willing to lend a hand, or provide some of that expert advice. Mike is moving to Atlanta, so he really isn't that far away and we've finally gotten him familiar enough with our Google Drive that he should be able to keep up to speed on all things FBCC.



## The TIEC Event Draws 5 Car Clubs

By Paul Zimmerman

On March 28 we held our 2nd annual British, European Exotic and European Classic Casual Car Cruise In at the Tryon International Equestrian Center. Some 80 cars and their owners came out and spent the day visiting with each other, admiring each other's cars, having lunch at the various restaurant venues on offer and just enjoying the day. I was constantly told how much



fun it was to attend this very casual style of event. I personally loved that we had cars from show quality to cars that were undergoing restoration - or not. Since this is not a show no pressure for the car to be shiny.

The registration form listed 5 car clubs to choose from that attendees potentially belonged to. As that list grew I was pleased to see how many picked "other" meaning they did not belong to one of the 5 clubs listed. That means we drew from a broad group. Attendance from the public was also up this year and we all had a great time talking about our cars with them. As TIEC is a family friendly environment there were a lot of kids. Who knows, we may have inspired a future FBCC President!



The cars were all beautiful and the highlight was likely the 1934 Rolls Royce. A stunning car that even had the original tool set in the trunk. They, and everyone I talked to, said they will be back next year for our 3rd annual. Look for the date soon and be sure to put it on your calendar.



## Students Learn Safe Driving

From Dave Pine

### **A 16-year-old is 20% more likely to be killed in a crash than an adult.**

Do you have any new drivers in your family or friends? Here's a program that can help them stay safe. Also, you can help by volunteering to coach new drivers and to help run the course.

### **Staying Alive Behind the Wheel: Inside the Tire Rack Street Survival Program**

While most traditional driver's education focuses on passing a test—parallel parking and obeying stop signs—the Tire Rack Street Survival (TRSS) program is designed for when things go wrong. Launched in 2002 by the BMW Car Club of America Foundation, this non-profit program aims to reduce the leading cause of death for American teens: motor vehicle crashes.

Students are taught in a controlled setting where they can gain invaluable experience in car control. A coach is always at their side helping them to understand how important experience is over guessing when the unexpected happens on the road. Thousands of volunteers gladly give of their time and talents to help young people gain experience that will allow them to make educated decisions when driving, rather than guessing what to do and putting themselves and others sharing the road with them at high risk. The Tire Rack Street Survival program has graduated over 30,000 students from more than 1,000 classes. The program is intended for licensed or permitted drivers ages 15-21.

TRSS is an intensive, one-day "graduate school" for young drivers aged 15 to 21. Unlike typical driving schools, students use their own vehicles—whether it's the family SUV or a compact sedan—to learn the specific handling limits of the car they drive every day. The program operates on the premise that safe driving is learned by doing, not just by listening to lectures.

- Primary emphasis of the school is a "hands-on" driving experience in real-world situations.
- Driving is done in the student's own car to teach him/her about its handling limits and how to control them.

- Qualified coaches are in the car with the student throughout the entire day.
- The course is wet down (in part) to allow the student to experience "mistakes" at a very slow speed. In this class, mistakes are learning experiences.
- Challenging driving courses are created in a controlled area to allow the student to experience abnormal car behavior and then teach him/her how to handle the new situation.

This is not a course for learning how to drive at high speeds. Safety and car control are the objectives.

The day is split between classroom sessions and high-impact driving exercises in a controlled, safe environment.

**Skid Pad Practice:** A portion of the course is "wet down" so students can experience losing traction at low speeds, learning how to recover from understeer and oversteer.

**Emergency Braking:** Students practice ABS and threshold braking to understand exactly how much distance they need to stop in an emergency.

**Accident Avoidance:** High-speed lane change maneuvers teach students how to react to sudden obstacles without losing control.

**Mental Skills:** Classroom sessions cover "balanced training"—ensuring a driver's confidence doesn't exceed their actual skill level—and the dangers of distractions like cell phones.

**Cost:** Registration for most schools is \$175 (as of 2026), which typically includes lunch and all materials.

**Locations:** Schools are held nationwide, hosted by local chapters of the BMW CCA, SCCA, and Porsche Club of America.

Additional information can be found at:

<https://streetsurvival.org/>

<https://streetsurvival.org/wp-content/plugins/trss-training/resources/In-CarCoachGUIDELINES.pdf>

<https://streetsurvival.org/wp-content/plugins/trss-training/resources/1stTimeTeenCoaching.pdf>

# What We've Been Working On

## From Paul Novak

### The Saga of the Ground Bullet Connector Baton Race

After the damaging rear end collision that I experienced while driving our 1990 Jaguar XJ-S convertible, I decided to install a more visible "Third Brake Light" on the rear hatch window of our 1969 Jaguar E-Type Fixed Head Coupe to improve the visibility of its brake lights especially with all of the large trucks and SUV that tower over me while I am driving it. When I started on the installation of the aftermarket LED Third Brake Light on March 27, I was disappointed when the Lucas ground bullet connector for the brake lights broke when I removed one of the ground wire bullets.



I made a temporary "MacGyver" replacement to keep the project moving but I also sent an email to the FBCC email list that day to see if any of our club members had a spare ground bullet connector since they were widely used on many types of British cars. They typically only cost about \$4.00, but I didn't have any other car parts to purchase at that time and figured it might be quicker to get one from another club member. As it turned out, several members had spare ground bullet connectors and offered them to me for free. Jerry Van Vlack brought his spare one to the car show at the Tryon International Equestrian Center show on March 28 and gave it to Ryan Owens who lives nearby and was also at that car show. Ryan came by my place on March 29 and gave me the one from Jerry which I cleaned up a bit before I installed it. This allowed me to complete the installation of the



LED Third Brake Light and hook everything up. The final test was when my wife Debby got into the drivers seat and stepped on the brake pedal and the original and new LED rear brake lights illuminated nicely. I will now feel a bit safer knowing that my brake lights are a lot more visible while driving. My thanks to all the FBCC members that replied offering to help but especially to Jerry for providing me the part for free and Ryan for delivering it. I suppose that it would have been easier in the long run if I just purchased the ground connector online and waited a week or so for it to arrive. But it was a lot more interesting and fun to ask for help from the club, get several offers to help, get to know Jerry a little better, and have Ryan stop by so I could spend time with him and show him what I have going on in my shop. Ryan and I both own Jaguar XJ-S convertibles and E-Types so we had a lot to talk about during his visit. One of the fun things about my car hobby is getting to know members better and having stories to tell. "The Saga of the Ground Bullet Connector Baton Race" has just been added to my repertoire of fun car club stories.



### From Scott McCombe

When Jim Wells asked for some assistance with his MGB, Scott and Bob Moore jumped into his issues. The job(s) followed the typical LBC pattern - One thing led to another, and another, and another. Getting it started identified some ignition issues, like points, plugs, etc. Once started, the engine had a violent "lean sneeze" back through the carbs. Rebuild time...There are intake leaks too... Then why is it so loud? Exhaust manifold to pipe leaks discovered. Tried tightening the bolts and one sheered off. GREAT! Anyone know a great muffler shop? Then the brakes disappeared on a test drive. WTF. The



*(Continued on page 14)*

## What We've Been Working On

*(Continued from page 13)*

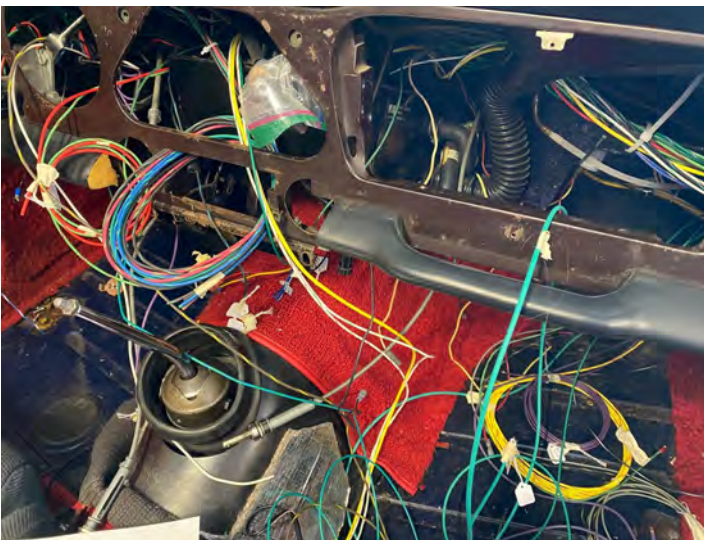
master cylinder failed. A replacement was ordered and installed (and reinstalled when the banjo fitting couldn't be tightened.) JEEEEZ! Then a rear bleeder broke off as we tried to bleed the brakes. Fortunately, the line did loosen so air was bled using that rear brake cylinder feed line. Brakes restored. Did I mention we started this project back when we needed cool mornings? It's back on the road again, so mission accomplished. Who's next?



## From Jerry Van Vlack

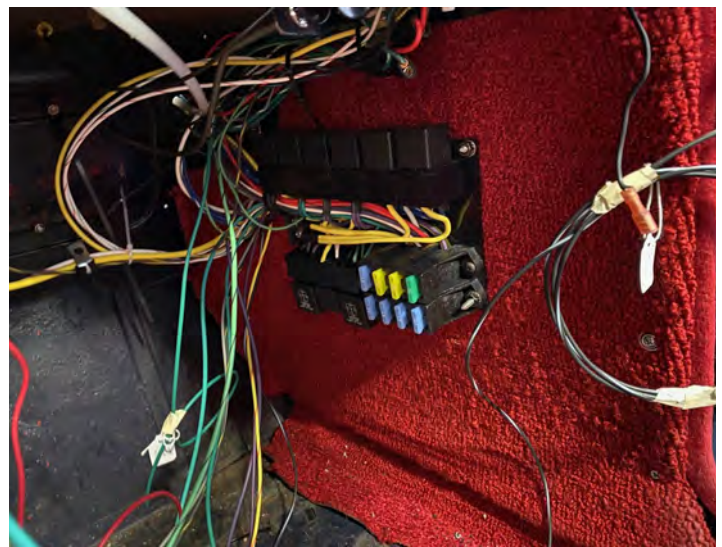
### My 2026 1966 TR4A Re-wire Project

After an unfortunate wiring system smoke escape, I decided to clean-up the wiring on my TR4A. I've owned this car since 1969 and as you can imagine some additions and repairs have been made to the original wiring. As a result, it became an awful bird's nest of wires behind the dash, some with the proper color-coded wires and some unidentified "modifications". The escaping smoke was fortunately minor, but alarming enough to make the decision to install a new purpose built wiring harness.



There are several wiring harness options available from several suppliers. Some are completely stock looking and not improved with more than 2 fuses and relays to reduce current draw thru the original Lucas switches and connectors. Those old style wiring harnesses are fine for someone wanting an all original appearance and in my opinion antiquated so I selected a purpose build system sourced from Advance Autowire ([www.advanceautowire.com](http://www.advanceautowire.com)).

While a bit more expensive and a 7-week lead-time, it's worth the wait and expense. The system includes a Power Block of 8 fuses and several relays as well as the proper color-coded wires for our British cars. The only downside is the wires are not bundled, and



tape wrapped as original. If that is important to the strictly original crowd, this option is not for you. You can of course choose to tape wrap the wires yourself. Where important, I used the plastic cable tubes to confine the wires under the hood for a clean appearance. Not stock but a clean look, nevertheless.

The kits are supplied with an updated wiring diagram, a general manual with good explanations, sufficient brass bullet and push on connectors and plenty of wire to allow the pre-wired power block to be mounted at a location of your choosing. I decided to mount mine in the passenger footwell for ease of access and protection from the elements.

Another feature is that your kit can be modified to accommodate any extras you might have added during your ownership. In my car I have an electric cooling fan and I've upgraded to a more reliable TR6 wiper motor.

## 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.

The FBCC Shop Manager is responsible for notifying the general membership and identifying specific activities that may take place on that day. Our Safety 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 open garage event occurs behind the offices of Ironhorse Motorcycle Lawyers Inc. off Poinsett Highway regularly on the 3rd Saturday of the month.

**Monthly Safety Supervisors 2026**  
Jack's Place, 617 Poinsett Highway (Rt. 276) 29609

Month	Supervisor
January 17, 2026	Tom Buto
February 21, 2026	Scott McCombe
March 21, 2026	Drew Steidinger
April 18, 2026	Chuck Gee
May 16, 2026	Eddie Saunders
June 20, 2026	Gerald Petter
July 18, 2026	Roy Scharwachter
August 15, 2026	Paul Novak
September 19, 2026	Mark Riesch
October 17, 2026	John Burton
November 21, 2026	Bill Bowen
December 19, 2026	TBD



## **For Sale: 1967 Series V Alpine Factory OD and Series IV Rolling Chassis \$5,100**

I am submitting this ad on behalf of a family friend, whose spouse, a longtime Alpine owner, and former member, recently passed away. The family has decided to part with it, in hopes someone in the British car community will finish the car. As a former Alpine and Tiger owner, I believe this car is a gem, as the current family is the second owner from new. Information is supplied to the best of our knowledge. The car (s) are located in the Greenville, SC area. We welcome any questions. Other photos available. Thanks for looking. Wayne Cameron [wayne@dwcameron.com](mailto:wayne@dwcameron.com) Or text to 864-270-5553.

### **Car 1:**

1967 Series V Alpine Factory OD, VIN B395017132ODLRX, SAL 624761

The car was purchased from the original owner, who, due to age and health had decided not to finish the rebuild. Car is virtually rust free, minor surface rust. Complete drive train is in car, including overdrive unit

Car has run, but not currently. was told it appeared to be "180 out". Has seats, top frame (not top), windshield and many misc . interior parts.

### **Car 2:**

Series IV rolling chassis, wire wheels, Includes hood and trunk lid. Rusty, but useable parts

### **Parts Also Included:**

Extra engine block (your choice from 1 of 6, Extra head ( your choice from 1 of 2)

Extra crankshaft (your choice from several), Misc cams, pistons, Set of aluminum wheels (5x13)

Misc. transmission parts. We may update the ad as we are still combing through parts.



## For Sale: 1940 Chevrolet Business Coupe Resto-Mod

Offered for sale is an exceptionally well-executed 1940 Chevrolet Business Coupe Resto-Mod, the result of a meticulous body-off-frame restoration completed by an experienced automotive enthusiast with professional assistance throughout. This car combines classic pre-war styling with modern drivability, comfort, and reliability. Since completion, it has been driven approximately 1,500 miles.

### Powertrain & Drivability

Chevrolet 350 cubic-inch V8 crate engine topped with a Holley 4-barrel carburetor

GM 700R4 automatic transmission for smooth shifting and highway cruising

Mustang front clip with rack-and-pinion steering for confident, modern handling

8-inch Chevrolet rear differential

### Chassis, Wheels & Tires

Boyd 17-inch cast wheels

245/45-17 tires (new)

Fully refreshed underpinnings as part of the body-off restoration

### Interior & Comfort

Custom leather interior by Bucket Stitch of Greenville, SC

Retro-style air conditioning and heat

New AM/FM radio

All-new reproduction floor panels

### Exterior & Finish

Finished in a modern base-coat/clear-coat Dupont paint system, delivering a deep, high-quality shine that complements the car's timeless lines



### Summary

This 1940 Chevy Business Coupe is a thoughtfully built Resto-Mod that delivers the best of both worlds: vintage character with modern performance and comfort. It is cleanly executed, tastefully upgraded, and ready to be enjoyed immediately — whether for weekend cruising, shows, or long-distance driving.

Call Mike Barefield with any questions or to arrange to see and drive the car 864-313-7377.



## For Sale: 2026 Subaru BRZ TS \$32,000

Mike Barefield is selling his Subaru BRZ TS as he is moving to Atlanta and has no place to keep it. Sticker price on this is slightly over \$40,000. Mike bought it new in 2025 and it has less than 4000 miles on it. CarMax offered \$32,000 but Mike would rather see it go to a car club member than CarMax for that price.

If you are interested, call Mike at 864-313-7377.



### Below is an AI description of this model:

The 2025–2026 Subaru BRZ tS ("tuned by STI") is the top-tier, performance-focused variant of the lightweight, RWD sports car. It features STI-tuned suspension (Hitachi dampers), Brembo braking components, 18-inch wheels with Michelin Pilot Sport 4S tires, and a 228-hp 2.4L boxer engine, designed for exceptional handling over raw speed.

### Key Features and Upgrades:

**Performance:** STI-tuned dampers and Brembo performance brakes (gold calipers) improve chassis balance and stopping power.

Inline image

**Engine & Drivetrain:** 2.4L naturally aspirated flat-four engine (228 hp/184 lb-ft torque) mated exclusively to a 6-speed manual transmission with a Torsen limited-slip differential.

**Aesthetics & Interior:** Features unique tS badging, dark grey or bronze wheels, specialized trim accents, Alcantara seats with blue stitching, and a red STI starter button.

**Tech & Safety:** Comes standard with Subaru EyeSight Driver Assist Technology, Blind-Spot Detection, and an 8-inch infotainment system with Apple CarPlay/Android Auto.

**2026 Update:** The 2026 model brings back the limited-edition "Series.Yellow" with specialized performance tuning.

# SCCA H-Production 1959 Bugeye Sprite

Originally built and raced by Jay Lutz. Rebuilt in 2015 by Peter Morton & Eric Vickerman (ERV) with a revised roll cage and new front coil-over suspension based on Craig Chima's design. Extensive development over four years led to multiple SCCA National wins, including 5 top-10 finishes (2016–2022).

## Specifications

### Chassis & Body

- Right-hand drive, SCCA H-Production with log books
- Flared fiberglass bonnet and rear
- Spridgetech fiberglass race seat (Winners Circle mold)

### Suspension & Steering

- Adjustable front suspension with Penske coil-over remote reservoir shocks
- Adjustable 3-link rear suspension with Panhard bar & quick weight jack screws
- Custom steering rack
- Double bearing rear hubs & competition rear axles

### Drivetrain & Engine

- Fresh 1275 engine with David Visard cam & adjustable timing gear
- Electromotive crank fire ignition or distributor with Crane XR 700 optical trigger
- Dual SU HS4 (1.5") carbs or dual SU HS2 (1.25") SCCA-legal carbs
- BMC 4-speed / Richmond Industries transmission with Hewland MK9 gears
- Lightweight flywheel with Quarter Master 7.25" sintered metal disk
- Welded 4.22 diff installed (spare 3.9 diff included; other ratios available)

### Brakes & Safety

- SCCA-legal front big brake conversion, rear disc brakes
- Fire suppression system (AFFF)
- 5-point belts (out of date)

### Additional Features

- Aluminum radiator with electric fan
- Accusump oil accumulator & AN fittings for oil/water lines
- Custom LCB through-tunnel header & exhaust by Eric Vickerman
- Fuel Safe 8-gallon fuel cell
- Custom pedal box with dual brake master cylinders
- 2 sets of Compomotive CXR 13x6 wheels (wheels in image not included)
- Spares package included

Asking Price: \$17,000

-\$12000 without the Hewland transmission

-Racing Trans with Hewland MK9 gears will be sold separately only after car is sold

**Location: Simpsonville, South Carolina. Contact Peter Morton for more information (248) 721-5978**



## **FOR SALE: 1951 MGTD**

**The car is in a good condition and runs well.**

**Asking \$15,000 OBO.**

**Call Peter deJong at  
713-298-5921**



## **For Sale: Beck 550 Spyder replica**

**2.0 liter Porsche 914 engine and 5 speed transmission.**

**Fully independent rear suspension-tube frame from firewall back.**

**New instruments, gas tank, head lights & Leather steering wheel.**

**Engine balanced, new jugs & pistons, 8.9 CR, Scat C35 cam 0.495 lift 285 duration & pre lube canister. Contact [Edward.holcombe@gmail.com](mailto:Edward.holcombe@gmail.com).**



**What this car might be!**



## For Sale - Make Offer: 1980 MGB Contact David Read at 864-276-4623



Garaged, idle for the past two years. Repainted and fitted with new carpets, seat covers, and door panels, by the condition shown. Fresh Michelin tires dated 2016. Top appears new, and tonneau and boot may be original. Instrument panel and gauges look great. Operational evaluation of the engine and running-gear is limited by the misplacement of the keys. (Owner continues to search.) Engine appears to have been rebuilt, by the clean, fresh appearance. A new Pertronix ignition system is installed. The original front crank pulley has been replaced with an aluminum vibration damper. The original single Stromberg side draft induction has been replaced with a downdraft Weber two-barrel carb and manifold. Air-pump system has been removed, and the rest of the emissions controls appear to be intact. Evaporative control charcoal canisters have been removed for refurbishment, new charcoal and filters included. The fuel tank is new. The filler cap appears to not seal correctly. A new SU fuel pump and original set of Rostyle wheels and trim present as new. Dual brake master cylinder appears to be a replacement. The fluid reservoir is empty though there is no evidence of fluid loss noted at the wheels under the car. Big-bore dual exhaust outlet noted.



This MGB is offered to club members by an original club member from 1996. This evaluation is the result of a static viewing/examination of the car as sheltered for the past two years. It appears that at that time there were/was an issue/s that led to the car being parked where it normally lived. Some of the repairs/upgrades noted may have been accomplished prior to storage or while stored. This car presents well, appearing to be fresh and well cared for in every respect. A sensitive, knowledgeable approach to recovering operability is expected to result in a good/excellent runner MGB.



**This sale is limited to the FBCC membership to enjoy, not to flip. If the offers aren't acceptable to the owner, the car will be offered to the general public.**



**REDUCED! 1963  
Austin Healey 3000  
BJ7 With Rare  
Factory Hard Top,  
\$65,000**



Restored by an AACA Judge. Excellent condition. One of only 3,532 exported to the USA. Maintained in excellent condition for tours, shows and other events. Owned for 32 years, garaged, engine and



undercarriage in show condition. Dunlap stainless steel 15"x5.5" 72 spoke wheels.

Set of tools and original jack, Tonneau cover, miscellaneous books included.

**Contact Billy Pickens 864-617-0815**

**REDUCED! 1961  
Triumph TR-3A,  
54,665 Original Miles,  
Original Hard Top,  
\$23,000**



Purchased from 2nd owner who owned for 55 years. She completed some restoration in 2010 that included painting. It was driven for a short time and then put in storage for approximately 12 years. I purchased the car and had the following work completed:

New aluminum radiator, upper and lower radiator hose, new style thermostat, water pump, bolts and bushings to fan, had generator checked out, voltage regulator cover, radiator cap, fan belt, spark plugs, rubber stops for the hood, brake shoes on the rear, complete conversion to TR 6 on front brakes, rotors, calipers, brake lines, checked all lights, repaired drivers side floor (only rust found on car), removed gas tank-cleaned and treated, fuel gauge, carpet in trunk, cleaned and adjusted carburetor, repacked wheel bearings, total grease job, battery, New Rollins Top-still in box, workshop and parts manuals, full cover, original tools, wind wings, sun visors, side curtains,

**ORIGINAL FACTORY HARDTOP- EXCELLENT CONDITION.**

**Contact: Billy Pickens 864-617-0815**

## 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](mailto: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](mailto:peter@nobudgetracing.com)

### **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 - 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](mailto:richardk1606@gmail.com)



### **For Sale - MG & TR6 Parts**

ROLL BAR removed from TR6. Excellent-\$400  
MG HARD TOP will need gasket. \$450  
NEW FULL COVER For Triumph TR6. \$100  
Contact Billy Pickens. 864-617-0815  
[pckwilliams@aol.com](mailto:pckwilliams@aol.com)

### **For Sale - Luggage Rack**

Luggage rack for TR6. Chrome plated. Small section of light rust.

Asking \$50.00

John Sharpe 864-934-6436



### **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](mailto:rkozicki@bellsouth.net)



## YOUR AD HERE

### **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



### **REDUCED! - 1973 TRIUMPH TR6 \$18,000**

Exceptional condition, Pimento Red, Black interior.

Extensive in frame restoration 2020/2021, no expense spared.

No rust. Only 11,924 shipped to the USA IN 1973. Manuals, Tonneau cover, and full cover.

Contact Billy Pickens. 864-617-0815



## 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.

**YOUR AD HERE**

### **For Sale –Engine Stand & Lift**

I have a Pittsburg 1 Ton shop crane (engine lift) and Excell 1000lb engine stand I am clearing out. Make me a reasonable offer and it (or they) are yours.

Van Kicklighter vkicklighter@gmail.com



### **WANTED - Larger 1.5" carbs for my MG Midget**

In the process of looking for larger 1.5" carbs for my MG Midget, which has a Spitfire engine,, I've come across a set of 1.25 SU Carbs, with both the inlet and exhausted manifold for an early Spitfire.

Contact John Burton at 864-872-2424

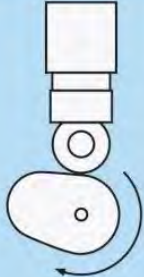
### **WANTED - TR6 Center Rear Bumper**

Does anyone have the center section of an early TR6 (1969) rear bumper, or the whole bumper, you would be willing to sell? I'd rather not buy new if I can find one in good condition.

Van Kicklighter vkicklighter@gmail.com

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**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**

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

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## The Open Bonnet

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Scott McCombe, Editor, The Open Bonnet  
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[notanmg@gmail.com](mailto:notanmg@gmail.com)

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/contact/>

## 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](mailto: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](mailto: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](http://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](mailto:fbccemail@googlegroups.com) (and if a Board member add [fbccboard@googlegroups.com](mailto:fbccboard@googlegroups.com)).

## Your 2026 FBCC Officers

<b>Voting Board Members</b>	
President	Paul Zimmerman
Vice President	Chuck Gee
Secretary	Nigel Brooks
Treasurer	Pete Jakubek
Board Member	Ryan Owens
Board Member	Marc Morgan
Board Member	Tonya Looper
Board Member	Paul Novak
Advisor-Past President	Drew Steidinger
<b>Appointed Positions</b>	
Advisor	Eddie Saunders
Advisor	John Sharpe
Garage Foreman	Tom Buto
Website Manager	Al Converse
Newsletter Editor	Scott McCombe
Regalia Coordinator	Tonya Looper
Historian	David Benson

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**Already a Member, Use**

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

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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**

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