



THE OPEN BONNET

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



MONTHLY MEETING

Tuesday, June 13

Summer Picnic

⇒ **10am—2pm**

⇒ **Club Meeting**

**Dacusville Community Cntr.
2671 Earls Bridge Rd.
Easley, SC 29640**

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President's Message

By Paul Zimmerman

Paul Novak, who oversees our membership information, recently mentioned that we are at 181 members right now. I did a little further digging and discovered we have added 23 new members in just the first five months of this year. What's wonderful to see is how many of those new members are showing up for drives, meetings, social events, Jack's Place, and more. We are a growing club. Keep up the good work recruiting new members. Let's get to 200 this year!



We've had a great Spring with all kinds of fun events. I took a quick look at our Google Events calendar, and in the first five months of this year we have held over 50 events. That's right — 50, as in five-zero. Wow! The rest of the year already has a great lineup, and I know all of us will come up with even more as the year moves on. If you have an idea for an event but are not sure how to organize it, reach out to me and I'll either help you or team you up with a member who can. We love it when our members come up with events, and we are always willing to help make them happen. The best ideas are always yours.

Jack's Place in May was, to me, a great "snapshot" of the FBCC. We had cars coming into the garage to be worked on, and everyone was pitching in-between donuts. One story in particular that, to me, encapsulates the FBCC involves newer member Bill Smith and his recently purchased Morgan. And I'm not just singling this one out because it involves a Morgan.

Well okay, I lied about that!

Bill took delivery of his 1961 Plus 4 in April. It was running rough and had a few issues. He met Tom Buto and me at Jack's Place the Thursday before our usual gathering so we could get the car on a lift and take a look. We did, and we made a list of things to address that Saturday during our Jack's Place session.

That Saturday, Bill brought the car in and, before you could say Henry Frederick Stanley Morgan, the clutch linkage was adjusted so the gears shifted better, the timing was corrected (it was way off), the carburetors were adjusted, and a few other tweaks were made. Chuck Gee felt the distributor needed a rebuild and, a few days later at my place, brought one for Bill to send off to be rebuilt and then fitted to

his Morgan. I helped Bill with a few other items while he was here as well.

If you were astonished by the first paragraph and the membership growth, don't be — the story I just told is why. It's just us being us, and it is so typical of the FBCC.

In the words of Lionel Hardcastle's father, Rocky, in the BBC series *As Time Goes By*:

"Rock On!"

Welcome New Members

David & Jane Darby

Washington Depot, CN 06794
1967 Morgan Plus 4, 1970 Morgan Plus 8

Ian & Amanda McDonald

Mill Spring, NC 28756
2007 Aston Martin Vantage V8

Alan & Bonnie Fowler

Campobello, SC 29322
1976 Triumph TR6

Bret & Royton Boulware

Taylors, SC 29687
1951 MG TD

(180 Memberships Strong!)

On The Cover

Twenty Nine members of the FBCC traveled north for an extended weekend exploring the other end of the Tail Of The Dragon. Can you tell that Chad & Mellissa Stetar had to be "flown" into this picture using Tom Buto's AI program. Makes you wonder what's real, right? Yes, even with the AI funny business revealed, they were actually there! Or maybe they are aliens?

June 6 - Pistons & Props

Pistons & Props 2026



Triple Tree Aerodrome

Triple Tree Aerodrome is proud to host the inaugural Pistons and Props car show, a premier event designed to celebrate beautiful machines while benefiting our youth educational programs.

A DAY FOR THE WHOLE FAMILY

More than just a car show, your entry allows access to our entire 400-acres plus:

- **Aircraft Displays:** Historical aircraft will be on display throughout the car show!
- **Radio Control Demos:** Watch world-class RC aircraft take to the skies throughout the day.
- **Food Options:** Steak, Shrimp, Hamburgers and Chicken will be onsite to purchase between 11:00am and 1:30pm.
- **Outdoor Recreation:** Enjoy fishing in our stocked lakes and hiking our pristine trails.
- **Global Standard Beauty:** Relax in Monet's Garden or enjoy the vista from our patio!

WHEN: SATURDAY, JUNE 6, 2026

WHERE: Triple Tree Aerodrome Airport
Spartanburg County
Woodruff, South Carolina

COST: Show Field \$50, Spectators \$10



Visit www.tta.aero/pnp for more information.

"When attending, please remember this is a special place and to help us keep it clean and beautiful!"

We are very excited to be **"Cleared for Takeoff"** for our inaugural Pistons and Props Car Show at the Triple Tree Aerodrome! We already have over 100 registrations for this event, and we look forward to welcoming you to our 400-acre paradise in a few short weeks!

We also have some exciting news: we have extended the pre-registration payment deadline to **Monday, June 1, 2026**. So, if you have friends who haven't had the opportunity to register yet, please invite them and share our new flyer, which is attached to this email.

Thanks again, and we will see you soon!

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

June 13 - Summer Picnic



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

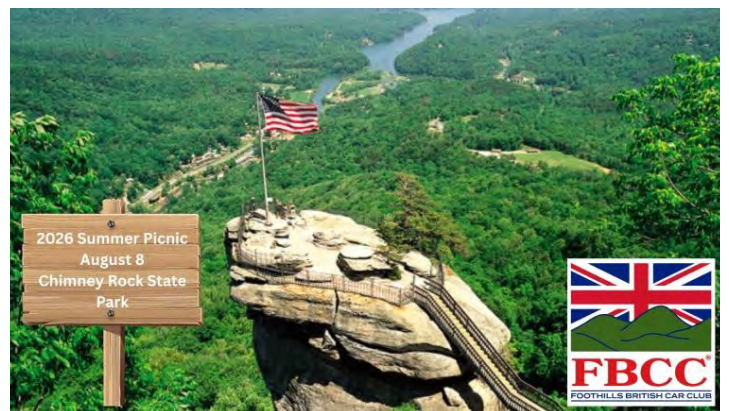
June 20 - Open Garage at Jack's Place off Hammett St.

617 Poinsett Hwy,
Greenville, SC
29609, USA

We gather for tech sessions, work on cars and hang out. Usually followed by lunch. Open to all members and a great place for non members to come and meet everyone.



August 8 - Chimney Rock Cruise-In



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

FBCC Monthly Meeting Minutes May 12

Attendees: 58 were counted present.

(Last names only): Baker, Benson (2), Blakely (2), Bowen (2), Brooks (2), Buto (2), Cameron (2), Chapin, Fleming, Fowler, Gee (2), Gilman (2), Jakubek (2), Kovac (3), Looper (2), McCombe (2), Mitchell (2), Moore, Moran, Novak, Petter, Pine (2), Salvatore, Saunders (2), Scharwachter (2), Shane (2), Smith S & B (2), Smith W, Steidinger, Styer, Swift, Telman (2), Thorton (2), Waldrop (2), Zimmerman (2).

LBC's present: Mini Cooper, MGA, Jaguar XJS, 61 MGTD, MGTC. MG's win this time.

Opening Statements:

New member present was Jak Novak. There were no visitors.

Pete went over the financials. We took in more than we spent last quarter (+\$407).

Pete indicated that we have 180 members on record.

Tonya stated that all the regalia is now on the website and that all payments via PayPal now go directly to Pete.

It was mentioned by Paul Zimmerman that that the club is fortunate to have a professional graphics designer in Ryan Owens, who has deigned tee shirts for the club and redesigned the club logo.

Paul Novak stated that this is the last call for suggestions to changes the club by-laws.

Tom Buto stated that the garage will be open this Saturday with Eddie as the shop supervisor.

Kirk Fisher has mounted a beautiful British flag at Jack's Place.

Upcoming events are the Great Scot Furman car show, with a Friday night parade, June monthly meeting which will be the yearly picnic, June 6th pistons & props car show, August 8th Chimney

Rock club meeting (will there be a hill climb?), and the fall TSD rally in Travelers Rest.

Program: Pam Stone, wife of Paul Zimmerman, presented a stand-up comic talk on her life in

Hollywood and as an actor on the TV show "Coach" and as a comedian on The Tonight Show.

The 50/50 Raffle: \$90 was won by Marty Shane, the small art set was won by Wayne Smith, and the large art set by Al Salvatore.



Pam Stone lights up the monthly meeting with her stand-up comedy skills while sharing her personal moments with other Hollywood actors.

A Big Thank You!

From The Editor

Karen and I are amazed at the number of wonderful contributions made by all of you every single month. This newsletter is packed with good stuff because so many of you make the effort to take pictures and write relevant articles, and then find a way to submit them to us. YOU are what makes the FBCC so much fun! If I were to list all the names, I'd have to add another page to this newsletter. Thank you so much!

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!**

President's Road Trip Overnighter To Marion, VA



This year's President's Overnighter was based in Marion, Virginia, at the historic General Francis Marion Hotel in the heart of downtown. It gave us easy access to shops and restaurants—no need to get back in the cars once we arrived.

The weekend kicked off Thursday morning with many of us gathering at Jud's Brown Building before setting out on a backroads drive to Marion. We picked up another group at the Mill Spring Post Office, then headed down Highway 9. After several stops for power pole construction we were officially underway.

Our first pit stop was a gas station just north of Marion, North Carolina. Everyone made it in, but the combination of a single restroom and a fuel truck that the woman running the station insisted we immediately clear space for meant a longer-than-planned stay. It was an early hint that the day might have a few surprises in store.

Lunch was at the Switzerland Inn—or at least that was the plan. As the lead driver, I rounded a corner to find a truck broken down squarely in the road. Fortunately, Siegfried and the cars behind me have excellent brakes. That excitement was quickly followed by a wide load coming down a road it had no business being on. It squeezed past most of us, then blocked the road entirely, leaving a few cars stranded behind it. Thanks to the terrain, radio communication was spotty, so we didn't realize right away who had been delayed.

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President's Road Trip Overnighter To Marion

(Continued from page 5)

Most of us made it to the Switzerland Inn, while a few ended up at the Switzerland Cafe thanks to me providing the wrong address. By all accounts, though, they had an excellent lunch—so no harm done. Some rejoined us afterward, while others opted to head straight to the hotel. Another hurdle cleared.

I had planned for us to enjoy a stretch of the Blue



Ridge Parkway, but road closures had other ideas. Despite checking the website beforehand, it clearly wasn't up to date. So I rerouted us toward West Jefferson. Things went smoothly until we hit major



construction in Boone. After what felt like an eternity, traffic finally broke, and we were on the move again.

A few cars peeled off before West Jefferson to head directly to the hotel, while the rest of us pressed on

to enjoy Highway 16 into Marion—a decision that proved well worth it. We arrived at the hotel around 5:30, with just enough time to freshen up before dinner at Macado's, a short walk from the hotel.

Friday morning greeted us with blue skies and cooler—but perfect—LBC weather. The highlight of the day was the Back of the Dragon. We enjoyed a spirited run along its 32 miles of twisting mountain roads and valley straights before arriving in Tazewell for a group photo at the Back of the Dragon Welcome Center & Brewery. Lunch followed at Bee Noodled, after which everyone



made their own way back to the hotel for a free afternoon. That evening, we gathered for cocktails before breaking into smaller groups for dinner.

Saturday dawned cooler and cloudy, but thankfully the forecasted rain held off. It was a free day—some went hiking, others shopping, driving, or sightseeing. There's a tremendous amount to see and do in this area, and we were spoiled for choice. It's certainly worthy of a return trip—the roads, scenery, and drives are spectacular.

Saturday night brought us back together for a group dinner at the hotel. The staff took excellent care of us, and having a private dining area proved



essential—as anyone who's attended an FBCC dinner knows, we're not exactly a quiet bunch. After

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an evening of fun and plenty of laughter, we turned in for one last night.

Sunday's drive home took us along a different route, ending with a traditional pub lunch at the Cheshire Arms. One final shared meal before we all headed our separate ways—each of us carrying memories of a wonderful weekend with FBCC friends.

Till the next one!

And From Jud Chapin

After a wonderful three days of Presidential Overniting, Drew and Jo in their Mini and I in my trusty MGA left beautiful Marion, Virginia, and headed down highway 16 toward Cheshire arms with a planned stop at Grayson Highlands State park to see the feral ponies. Sadly, due to a bit of miscommunication, we didn't stop to see the ponies but I have some pics from the internet if you'd like to see them.

Anyway, we had a very enjoyable (i.e., no adversities) drive all the way to Black Mountain and the Cheshire Arms where we were rejoined by many of our fellow Overnitters. Following a really good lunch of Shepherd's Pie, we took Hwy 9 all the way to Mill Springs. I had not driven that part north of Lake Lure and I was flabbergasted by the devastation that I saw. The construction delays were minor and it's amazing what they are having to repair/reconstruct.

Jo and Drew split off at Lake Lure to shop and I continued on down 9. Around Lake Adger I applied brakes, or should I say, I attempted to apply brakes. I'd lost 90+% of pedal, that is, it went 90+% to the floor before showing any signs of wanting to stop the car.. At the very bottom I still had some braking but not enough to feel good about. I pulled into the first convenience store I saw and popped the bonnet.

Inspection, even by this non-mechanic, revealed that the Master Cylinder reservoir was empty – not low or down a bit but flat empty.

Fortunately, I had a jug of DOT 3 in the boot. I filled up the reservoir (spilling very little fluid) and, YIP-PEE!!, I had a firm pedal.

Now, safely home, I need to start finding out where all the AWOL fluid is going.

Notwithstanding the foregoing, what a fantastic OVERNIGHTER!! Great job Paul and Chuck.

FBCC Supports SBMOC Great Scot British Car Show



A number of FBCC show cars were provided to the Fox News team for an SBMOC plug for the Great Scot British Car Show.



Scott McCombe (dressed in his Scottish kilt) tried not to laugh on camera when the only featured marque present from the clubs was his TR7.



Afterwards, Roy invited the Fox reported to try out his MGA

A Lot Goes On At Our Open Garage Sessions!

From Tom Buto

We enjoyed another great session at Jack's Place on May 16th, with 20 members in attendance. Mark Riech was first up, bringing his TR6 onto the two-



post lift for a brake adjustment. Jerry VanVlack's TR4 received an oil and filter change, while Don Woodward's MGB got a transmission oil top-off. No



question about it—the lift beats crawling around under the car.

We also had the opportunity to look over Bill Smith's new-to-him Morgan, which arrived with a few issues needing attention. The crew adjusted the clutch to eliminate gear grinding, tuned the carburetors for a smoother idle, and corrected an overly advanced timing setting. Not bad for a car fresh in from California! We're looking forward to seeing Bill and his beautiful new ride on future club drives.



Ryan Owens brought his MGB in for a timing check and an undercarriage inspection using the two-post lift. During the inspection, Ryan and Phil Vermillion discovered a loose front wheel bearing. After taking a closer look, they decided the repair would be best handled at home, since replacement parts would likely be needed. Much better to catch an issue like that in the shop than out on the road.



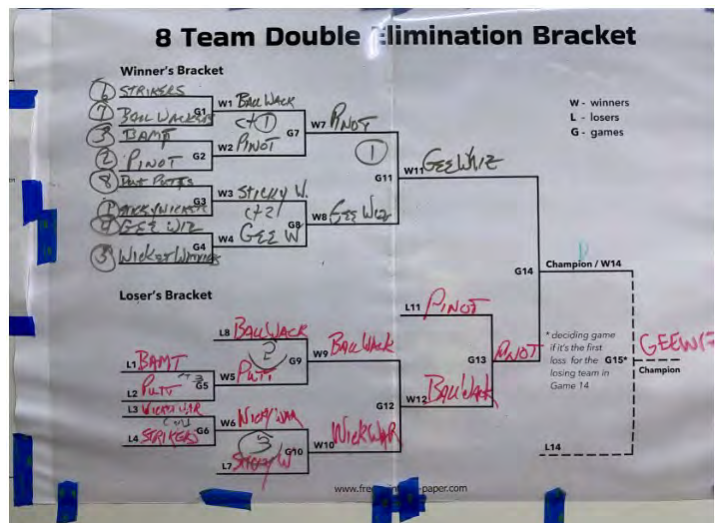
And finally, be sure to check out the new flag courtesy of Kirk Fisher—it really POPS!!



The Amazing Spring Croquet Tournament



1. Stickywickets Shark and Jennifer Fleming	5. Wicket Warriors Marc and Nancy Morgan
2. Pinot & Cheap Beer Jud Chapin and Jo Coyle	6. Strikers Tom and Connie Buto
3. BAMT Bill Thornton & Martine Thornton	7. Ball Whackers Ryan Owens and Bill Bowen
4. GeeWhiz Chuck and Dee Ann Gee	8. The PutPuts Curtis and Brenda Orlowski





And in Marc's Words

Team Geewhiz accepting the tournament trophy and a shot of the bracket board.

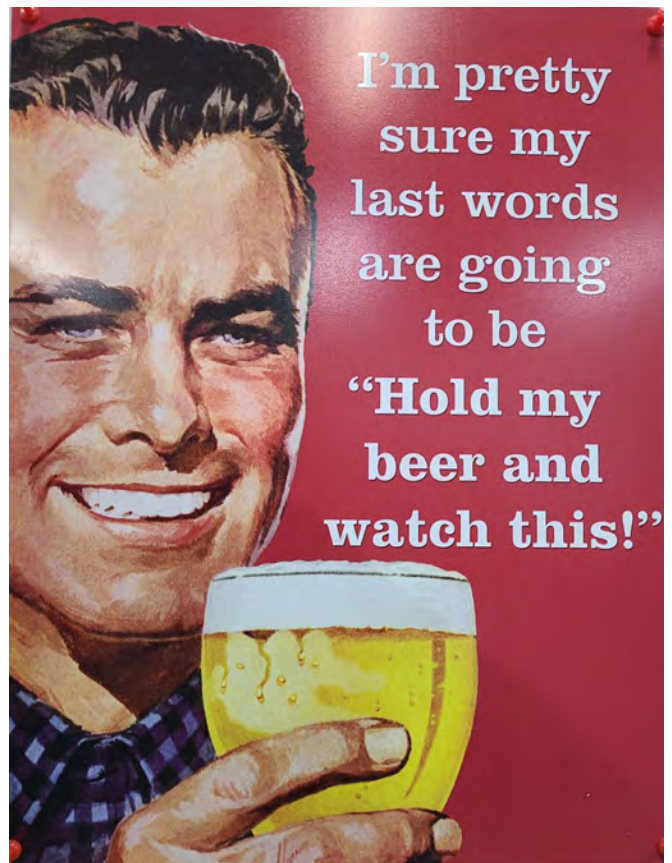
It was a great day of fun , competition and fellowship. Thanks to all who helped and participated and especially Jud for hosting and getting the courses prepped for play!

And in Jud's words

As you can see, GeeWiz (Chuck and Dee Ann went undefeated through the first four rounds in the Winner's Bracket. They knocked out Pinot and Cheap Beer in Round three but Pinot and Cheap Beer came back through the Loser's Bracket to meet them in the Finals. Because Pinot and Cheap Beer already had one loss, they needed to beat GeeWiz twice to claim the crown but Chuck announced that he was ready for some serious adult beverage consumption and that he'd make it "one and done."

With that understanding, the Finals began. Alas for poor Chuck, Pinot and Cheap Beer soon showed their true mettle and they emerged victorious after the first game of the Finals. Chuck and DeeAnn conferred and, I guess, Chuck decided that he wasn't really that thirsty yet and that the second game should be played after all.

Things started out pretty good for Pinot and Cheap Beer but to their great sorrow, they were unable to whup GeeWiz to times in a row.



What We've Been Working On

From John Burton

76 MG Midget Part 1.

I recently rescued an MG Midget from the inevitable crushing machine. As you can see it was far too good to let go. Over the next few months I will be bringing the car back to life and it will be put up for sale, hopefully a new owner in our club that will treat the ole girl kindly.

First things first,, the interior was removed and the structure was evaluated, finding no damage and very little rust, the project became a go.



I removed the engine and transmission with the intent of fixing the obvious oil leaking. The transmission was opened up, inspected and resealed with new gaskets and oil seal. The clutch fork was worn so new bearings, pins and a throw out bearing was fitted.

The engine on the other hand, needed thrust washers, and almost every gasket replaced. The photo below shows the rear oil seal being replaced.



The front pulley had the "extra" V groove removed and a speedi sleeve fitted for the new timing cover seal. Timing gears and chain had to go as did the restrictive emissions hardware that no longer worked and is now no longer available. I plan to fit a modern two stage PCV valve.

Under the bonnet - quite dirty but it looks solid and it will clean up nicely. I just have to find some enthusiasm for that part of the project.



Part 2 next month.

From Ryan Owens

E-Type Work Progress

The first picture shows a new set of triple Webers installed on my 1970 E-Type, which is now in the garage and in the first stages of getting her ready for the road. We are cleaning the fuel system and hoping to fire it up soon!



The next photo shows the BEFORE photo of my 96 XJS (magnesium) cam cover. I had to replace the gaskets so it was in need of a resto, so I had it powder coated and got it installed this week. I am happy to report that 2/4 British cars are ready to roll at this time :)



What We've Been Working On - Can You Assist?

From Fran Zappitelli

Hello,

I am new to the area and even newer to FBCC. I have a 1955 MG TF 1500 and would like recommendations for a reputable service garage in the Salem, Seneca or Pickens area.

I look forward to becoming more involved with this group.

Thank you,

Fran (fzapp@sbcglobal.net)

Secret Words:
"Get Shirty"
Slang for
"In A Bad Mood"

What We're Working On From Dale Ambrister

Last year about this time, I drove out to California to visit a Navy friend and look at a 99 Mercedes SL500. I bought the car and we had a good time driving it on the PCH, well, as much as you can drive on the PCH these days.

I had the transmission serviced, the fuel filter replaced and the car checked out by a great Mercedes indie dealer in Garden Grove before leaving.



The drive home was fantastic as always. Some sightseeing and nice comments about the car when I stopped for fuel. If you haven't driven across this beautiful country, you should plan a trip. You won't regret it.



In the past couple of weeks, I finally decided to tackle the to-do list. Quite a few items as expected on a 27-year-old car.

I didn't document them with pictures as they are quite routine and I struggled enough under the car without trying to keep up with my phone.

Easiest first - replaced the brake pads with ceramics to minimize dusting and install new center caps.

Oil and filter and new under-hood pad. Replaced electric antenna gear set. She had suffered from long cranking when hot and the Mercedes tech suggested replacing the fuel injectors. Done. Nope.

Maybe replacing the crank position sensor would help. Nope, or as a French Michelin mechanic used to say, "No deefrahnce." That left the fuel pump. "Beeg deefrahnce!" Now - Instant starts.

While she was in the air, QuickJack Scissor lift, I replaced the engine mounts using the engine hoist I bought from one of our members, and the steering dampener and shifter bushing.

Major improvements for relatively minor jobs. Still on the list are door hinge stops, some of the top cylinders and the trans mount which looked good this time round.

This could be a checklist for most any R129 Mercedes. Just things you know you'll have to do, if they haven't already been done. But, the R129 is so easy to work on. Not having a 2 or 4 post lift makes crawling in and out under the car the hardest part of the job!

Hopefully, she'll be on the road as long as I am.

Links of the Month

(send the editor your favorites at notanmg@gmail.com)

From Kirk Fisher: **South Carolina's Best-Kept Secret Is This Amazing Car Museum**

<https://familydestinationsguide.com/south-carolina-museum-wonderful/>



Don't ever do this! Come to Jack's Place instead.

What We've Been Working On

From Paul Zimmerman

Steering Wheel for the Three Wheeler

As many of you know, I wanted to put the hand controls back on the three-wheeler—that's how it originally came. They're mounted on the steering wheel, with the throttle and choke on the right side and the advance/retard on the left.



Mine came with a three-spoke steering wheel, and while I found it's likely original, I prefer the four-spoke model. Plus, the four-spoke version is flat, which means an extra two inches or so in the cockpit—not a small amount in a tiny car.

While I was in Florida visiting family and Morgan friends, I mentioned this to Mark Braunstein. Before I knew it, he pulled a four-spoke steering wheel out of a stack and handed it to me. "Here," he said, "I already have one, and I don't need this many extras." The covering was cracked in places but, all in all, it was in good shape. After a quick Google Group email to get recommendations, I set to work.



I gently took it apart and cleaned it thoroughly. The cracks were filled with PC-7, left to dry, and then gently sanded down. Before applying it, I used my Dremel tool with a V-shaped bit to open the cracks up a bit and give the PC-7 a good seat. I had to apply a couple of layers in some spots that were badly chipped, but in short order I had it smoothed out and ready for painting.

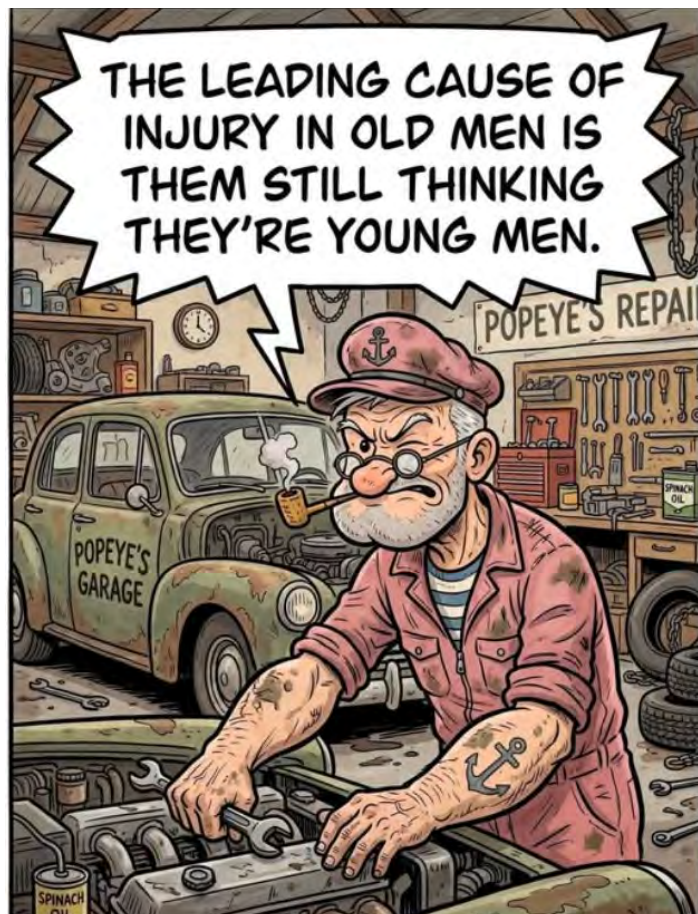


I used a rattle-can black paint and applied a couple of light, even coats. Once everything was dry, I reassembled it. I had to do a bit of gentle filing on the hand controls to get them to fit, but they slipped on nicely, and it's now ready to go back on the car.

From Paul Zimmerman



Oh, Right! And it's a "Roller" now.



Triumph Update – Adding a Center Brake Light

By David Brooks

Like many cars of the 60's and 70's, my Triumph Vitesse is lacking a couple of features that are commonplace today, which if retrofitted should make life safer or simpler. At the top of my list is a Center Brake Light, which could reduce the chances of my LBC being rear-ended.

The Lucas reversing light assembly on my Triumph Vitesse is shared with quite a few other models, so this modification can also be applied to the cars listed below (there may be others too!).

Aston Martin: DB2 (1950-1953), DB2/4 (1953-1957), DB3 (1957-1959), and DB4 (1958-1963); Jaguar: XK120, XK140, MkV Saloon; Rover: P4 (1949-1964); Jensen: 541 (1954-1963); Alvis: TA 21 (1950-1953), TC 21 (1953-1955), TC 108/G (1956-1958); Lagonda: 3-Litre (1954-1958); Allard: 1952-1955 models.

When the Reversing light cover is removed, Photo 1 shows the internals:



Photo 1 - Internal View of Reversing and License Plate Lights

As can be seen, there is sufficient room for additional bulbs, each side of the Reversing Light.

I wanted any additional bulbs to be in sockets, but I needed a socket with a small depth, and insulated from the metal work.

These panel light holders (T10 Twist Lock Socket, W5W T10 168 194) were used – they are rated at 5watts each.



Photo 2 - Suitable LED Bulb holders

Now to find suitable bulbs, not only in terms of electrical characteristics, but also of a suitable height

to fit within the light assembly with the cover on. Ideally these bulbs would be of the projector variety to maximize the light output through the glass.



Photo 3 - Red LED Brake Light

After some thought, I decided that the center brake light was more important on the road than the reversing lights so I chose to replace the reversing light with the center brake light. A suitable LED is a 7 Watt Red LED (1156 7506 1003 1141 BA15S 7W Cree Q5 High Power LED Pure Red) with a projector lens which is the same height as a conventional filament bulb.

Now for the reversing lamps. Firstly, I made up a circuit board based on the cardboard template of the space available and put the sockets in the appropriate places so that I could work out the maximum height for the additional bulbs due to the curvature of the light cover.



Photo 4 - PCB design

The slots allow the sockets to be glued directly on the PCB as shown in Photo 5.

Two additional holes were made each side of the center bulb to bolt the PCB down to the lamp's metal frame. I chose to tap the frame and insert bolts, but self-tap screws would work fine.



Photo 5 - Red LED Brake Light

Suitable bulbs for the reversing lights were found which provide both a projector and surround lighting.

These bulbs (Super Bright 194 912 921 168 175 2825 W5W T10 LED Bulbs) consume only 1.5 watts each and the pair appear brighter than the original reversing light.

The circuit board was wired up and bolted into the reversing light body along with an extra wire (green with purple tracer) for the brake light. The result is



Photo 6 - Reversing Bulbs

(Continued on page 15)

(Continued from page 14)



Photo 7 - Modified Reversing Light Completed

shown in Photo 7. The ground contact is made through the bolts (with spring washers to ensure good contact with the copper laminate).

The last step is to modify the reflector attached to the front cover

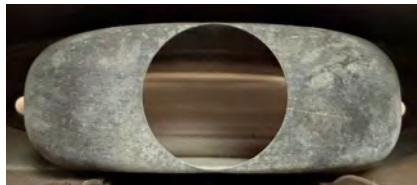


Photo 8 - Original reflector (old spare)

Modifying the reflector with the two additional holes for the reversing lights is tricky because the light cover is curved on one side – see Photo 7, so difficult to hold in a vice. Equally the vice cannot be tightened too much or there is a risk of distorting the cover.

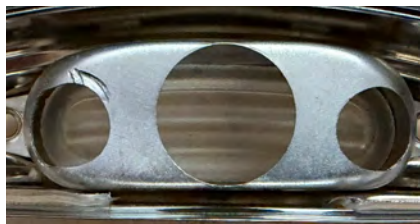


Photo 9 - Modified Reflector

My personal preference is to place leather around the fitting to protect the chrome finish and to tighten the vice as much as I dare so that I can drill the reflector perpendicular to the surface. Start with small drills and slowly increase the size. As you can see from Photo 9, the drill slipped but fortunately this is an internal surface. Despite my best drilling



efforts, some time was spent with a file to elongate the holes such that the reversing LEDs passed through easily.

So, I now have a center brake light without changing the look of my Triumph in any way, that is until you apply the brakes, plus reversing lights which are now brighter than before.



Photo 11 - Reversing Light

My thanks to Nick Fane of the Triumph Sports Six Club in UK for the original idea.

David Brooks – BCCWNC, FBCC, VTR

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.

And Other Goings-On In The Neighborhood



First Fridays @ Dawleys, Always Room For One More LBC!



Gee Reports: "Fourteen brave souls met at Nu-Way Lounge in Spartanburg. Nu-Way has been around since 1937 and maintains its original dive atmosphere. We had to try their Redneck Cheeseburger, voted best cheeseburger in South Carolina by the Food Network. It was delicious! Thanks to everyone who came to hang out."

Not a Member? Contact Us At

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

Already a Member, Find Your Buds Here:

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

New Additions To Your Stable! Whatcha Got?



Mike Schindler's New Corvette "Snow White has a new stable mate, Black Beauty. The Healey was feeling lonely, so I picked a new stable mate for her. Vroom...."



Scott McCombe's New Miata MX5 "RED is the new BLUE" he says! I've even washed that part of the garage floor for her.



Dale Ambrister's New Corvette Read his story from California in this newsletter.

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

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.

617 Poinsett Highway (Rt. 276) 29609



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.

Monthly Safety Supervisors

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 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.



SALE: SCCA H-Production '59 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 - 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.



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 –TR6 Custom Rotisserie \$400

Body rotisserie custom built for a TR6 for sale. Built using 2 modified engine stands with welded steel brackets that support the front at 2 places and the rear at the back frame mounts. Also included is a bar that holds the bases of the stands from moving independently. When the tub is stationary, this support can be removed and the tub will spin 360 degrees.



Offering it to the club first before posting publicly. More pics available if requested. Van Kicklighter kicklighter@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 - 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 - 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

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 –Engine Stand & Lift

I have an Excell 1000lb engine stand I am clearing out. Make me a reasonable offer and it is yours.

Van Kicklighter
vkicklighter@gmail.com



For Sale - 1951 MGTD \$15,000 OBO

The car is in a good condition and runs well.

Call Peter deJong at 713-298-5921



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

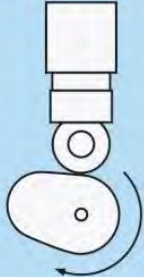
WANTED - Larger 1.5" carbs for my MG Midget

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

PRODUCTS & SERVICES

Abingdon Performance Ltd.



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

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

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

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

Brad Penn Oil available at discounted price to FBCC

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



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

It's Time To Hit The Open Road



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

TR City Restorations



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

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The Open Bonnet

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

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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/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 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).

Your 2026 FBCC Officers

Voting Board Members	
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
Appointed Positions	
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

Not a Member, Contact Us At

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

Already a Member, Use

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

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

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

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

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

Find FBCC Calendar Here:

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