



# THE OPEN BONNET

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



## **MONTHLY MEETING** **Tuesday, May 12**

### **My Life In Comedy**

⇒ **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

Just three years.

I was thinking about what to write for this month's Bulletin, and then it hit me—this May is my third anniversary with the FBCC. So this month is going to be about personal reflections.



I joined around the time I purchased Siegfried, and in fact, my first event was bringing him to Jack's Place. I still remember driving up and being incredibly nervous that I was about to meet a bunch of British car experts while, self-admittedly, knowing very little about them mechanically. We put Siegfried up on the lift, many of you spent time with me looking him over, and I walked away with a punch list. What I was really grateful for was that the punch list was not served with a side of attitude.

What I mean by that is all the advice, help, and encouragement I received were rooted in enthusiasm and a genuine willingness to share everything the members present that day had gleaned over the years. And it was done without making me feel like an idiot—a harsh word, but I've seen that too many times in my professional rose world. "What do you mean you don't know that?" is a phrase I hear in my rose life. Thankfully, not in my FBCC life.

In my wildest dreams three years ago, I never thought I'd not only have my Morgan, but I'd have two! And the second is an oddball at that. By the way, My three-wheeler's name is "Wee Tristan," and I think where that name came from should be the extra-ticket question for the May 50/50 raffle. Not the name "Tristan," but "Wee Tristan." My wife Pam is our speaker, and she knows! Do you?

I would not have dreamed of taking on the project that is Wee Tristan had I not had that first warm greeting three years ago. As many of you know, this is the first time I've ever taken on anything like this in my varied life. It still makes me nervous, but then I remember the FBCC has my back, and I feel that you are just as excited about this as I am. They say a burden shared is a burden halved. I say a LBC restoration shared with the FBCC is a project halved—and more.

I write this reflecting on three years of membership—drives, meals, trips, tech sessions, meetings, and more. But mostly, I feel that when I'm in my garage,

working and learning on Siegfried and enjoying the process that is Wee Tristan...

I have all of my FBCC friends looking over my shoulder saying, "You've got this."

"The closest thing to flying without leaving the ground"

Capt Albert Ball VC - WW1 pilot and early Morgan 3 wheeler customer

### Welcome New Members

**Bob & Debbie Burslem**

Simpsonville, SC 29681  
1974 MGBGT

**Steven & Debbie VerMeulen**

Gastonia, NC 28056  
1975 MBG, 1979 MGB, 1974 Triumph TR6

**Walter Jenkins**

Greenville, SC 29615  
1976 Triumph TR6

**William & Phyllis Plowden**

Shelby, NC 28150  
1971 Triumph TR6

**(178 Memberships Strong!)**

### On The Cover

Nineteen FBCC members took Hap Waldrop up on his invitation for a group to visit Dover Cylinder Head to learn more about their business. The visitors observed how the final few cuts are made to shave and finish a cylinder head. Chris Dover also gave a tour of the shop and spent time explaining to us other cylinder machining operations and how they are done. Hap was wonderful to arrange this.

## **LAST CALL, Inputs Due May 15 to the FBCC By-Laws Committee:**

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 by 31 May 2026 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 processing 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:

The exact 2021 FBCC By-laws wording that should be amended (if any exists).

The proposed new by-laws wording exactly how you believe it should read.

### **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>

## **April 14: Denny Trask Tells It Straight - Car Insurance That Is**



Denny Trask talk about how to properly value your car for insurance purposes. Denny explains that the price you might get when selling your car is not necessarily the value you should claim for insurance to repair your car. Properly valuing and insuring your car helps make sure the recovery work goes smoothly.



See the meeting minutes included in this newsletter.

## **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!

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



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 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/>



**May 16 - Open Garage at Jack's Place off Hammett St.**

617 Poinsett Hwy, Greenville, SC 29609, USA  
The entrance is on Hammett Street Ex. Behind the building. 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.



<b>1. Stickywickets</b> Shark and Jennifer Fleming	<b>5. Wicket Warriors</b> Marc and Nancy Morgan
<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. Ball Whackers</b> Scott McCombe and Bill Bowen
<b>4. GeeWhiz</b> Chuck and Dee Ann Gee	<b>8. The PutPuts</b> Curtis and Brenda Orlowski

**May 22 - Great Scot! Parade**

Gather on Main Street at 4:00pm. Parade starting at 6:00pm



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

**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.

**WHEN:** SATURDAY, JUNE 6, 2026

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

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

**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!



Visit [www.tta.aero/pnp](http://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\**

**May 23 - Great Scot Car Show**

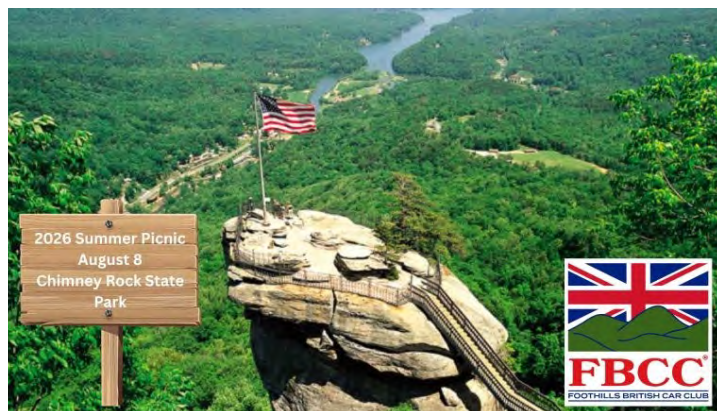


**June 13 - Summer Picnic**



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**



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

## **FBCC Monthly Meeting Minutes April 14**

Attendeed: 39 attended

(Last names only): Arrowood, Baker, Blakely (2), Brooks (2), Chapin, Conger, DeJong, Fallon (2), Fine Line Auto Works, Gee, Gilman, Jakubek, Jenkinson, Looper (2), McCombe, Mitchell (2), Robert Moran, Rich Moran, Novak, Orłowski, Phillips, Pine, Scharwachter (2), Schindler, Sharpe (2), Bill & Susan Smith (2), Steidinger (2), Thorton, Paul Zimmerman, Burslem.

**LCB's present:** Jaguar XKE-4.2, MGTD (1952), Red MGB, Mini Cooper S, MGB-GT, TR7. MG's win this time.

**Location:** Kouzina's, Greenville, SC.

### **Opening Statements:**

No new members were present, but we had one guest, Bob Burslem, who owns a 1974 MGB-GT.

Pete went over the financials. We have 174 members on the roster at this time.

All regalia is now on the website. A request was made to order different color hats for next order. Pete indicated that we need to order a minimum of 24 hats from Lands End.

Scott had a bunch of shop books and manuals to give away for free.

Carl's TSD Rally was a huge success. See the current newsletter for all results.

Jack's Place garage will be open this Saturday.

May 9<sup>th</sup> will the croque tournament at Jud's brown building.

Upcoming events are the BREC in Shelby NC, the Presidents overnighter April30/May3.

### **Program:**

Denny Trask, owner of Fine Line Auto Works, a specialty restoration shop located in Forrest City NC, gave a talk on classic car insurance. He has done a lot of repair and restoration work on club members' cars and has been in business for 54 years. He emphasized that we need to properly value our classic cars for insurance purposes. He does not represent any insurance company, but works with about five classic car insurance companies like Hagerty and JC Taylor to repair cars that have been

damaged by accidents. He warned us that minimum coverage will not restore a damaged vehicle to pre-asset condition, and a lot of us have this minimum coverage to keep premiums down. In other words, the lower the premium, the lower the coverage. The insurance companies he works with allow him to inspect to thoroughly investigate what it takes to get a car back to pre-asset condition. The run of the mill insurance companies, like State Farm or Progressive, will typically only look at photos of the damage and require you to use a repair shop that does not or cannot specialize in classic cars. For example, one car owner had a \$33,000 repair check from just photos, that after his inspection, totaled \$64,000. They will typically total a car at 70% value, whereas companies like Hagerty will actually exceed the value of a classic car, if need be. The better insurance companies, like Hagerty, will do an annual assessment of the value of a classic car.

One question that came up was should the vehicle insurance value be equal to the sell value of the car, in other works, should one insure the car for what it can be sold for? The answer was no, it should be insured for what it would take to get the car back to asset value, which would be higher than the sell price. The car should be insured for the ten-year assessed value, in other words, if it was valued & insured at \$X amount 10 years ago, it should now be insured for 10 X and probably more due to recent extremes in inflation over the past four years. For example, a TR#A has an annual assessment rate of 12.7% today. Hagerty Insurance has a Value Line Service for vehicles that will give you the correct value of you classic car. This will legally allow you to over value your car for insurance purposes. Another example is an XK150, that was value lined at \$89,000, with a further value line of 1 to 5 based on the condition of the car.

As a final comment, one should over insure a classic car, even though the premiums may be higher. This will cover the ever-increasing rate of inflation for parts, material and labor. This can be legally done with a reputable insurance firm.

**50/50:** Lynn Mitchell won \$78.

**Secret Words:**  
"Prat"

**Slang for**  
**An Idiot**

# We Love to Show Them at The Broad River European Classic



## Oil Changes and Fun on April 18 at the Open Garage (Jack's Place)



*How many FBCC members does it take to change the oil in Ryan Owens' 1969 Austin Healey Arkley SS?*

*Oh, and what are the extra ingredients held by Bill Bowen and Bob Moore on either end of this crew? "LBC Additives?" Come to our next Open Garage session on May 16 if you dare to involve these cheerful "back-yard mechanics" in your issues!*



*Oil changes seemed to be a top priority and both of these were done without any issues.*



*It looks to the editor as though these guys are having fun, but who knows who knows enough to be helpful and have any idea of what's to be done!*



**Not a Member? Contact Us At**

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

**Already a Member, Use**

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



*Bob Moore's project planning recommendation!  
Think ahead about what outcome you desire!*

# TSD: A Test Of Member Observation & Direction Following Skills

By Carl Baker

The morning of April 11<sup>th</sup> saw seven brave teams show up at Jud's Brown Building field for the running



of the First Annual "The Way It Was" Time Speed Distance Rally. They had been prepared for what lay ahead as well as could be expected. They had the published general instructions, which are the rules this game is played by. There was a "Rally 101" class at the February FBCC monthly meeting. Then there was a 20-mile practice rally to give everyone a real taste of what awaited.



*Seven cars with drivers and navigators lined up for the all-smiles "before" photo.*

Saturday morning after all the two person teams had arrived there was a "Drivers Meeting" to go over any last-minute questions. The teams were then sent out into the unknown at one-minute intervals. Over the next two plus hours, covering 57 miles, with 48 instructions for turns and speed changes, the teams made their way to the Stubborn Mule for some adult beverages and the awards ceremony. Of course, most teams took much longer than two hours and some teams managed to not follow the instructions



*Marc Morgan and Juan Gonzalas definitely had "THE LOOK" keeping in true British fashion.*

and at a certain point had to result to GPS and Google Maps to get back on track. What all teams had in common was not understanding what "Left 2<sup>nd</sup> opportunity on Prewette Hill Rd."

meant – even though that was explicitly discussed in the Rally 101 presentation, and they all turned Left at the 1<sup>st</sup> opportunity. Since that road was a loop off of the main road, all the



*The directions were simple and to the point for most participants. BUT...Check the results*



*Carl gives the first driver (Jud Chapin) and navigator (Peter deJong) the "fickled finger of fate" warning to not speed, obey the "rules" of the game, and be ready for a wild ride.*

# TSD: A Test Of Member Observation & Direction Following Skills (cont.)

teams arrived at Checkpoint #2 on the wrong side of the road. Normally, that is a major point deduction, but since everyone was wrong, there was no point in piling on points. But it did make me feel good in the dark corners of my Rally Master heart.

A special Shout-Out goes to Navigator Patty Mathis. On the first leg, which was 43 minutes long, she arrived at the checkpoint only 1 minute late.



*Carl explains the results tabulation process which required some advanced math skills!*



*Phil & Steve VerMeulen squeaked by David and Patty Mathis to win the First Annual TSD Rally!*



## "THE WAY IT WAS" TIMING AND SCORE SHEET

		Time Out- Start	Time In CP 2	Actual	Par Time	Difference
Jud Chapin	Sandy	9:34	10:23	:49	43.21	6
Chuck Gee	Dee Ann	9:35	10:21	:46	43.21	3
Bob Moore	Tom Buto	9:36	10:31	:55	43.21	13
Davis Mathis	Patty Mathis	9:37	10:21	:44	43.21	1
Marc Morgan	Juan Gonzalas	9:38	10:34	:56	43.21	13
Scott McCombe	Pete Jakubek	9:39	10:35	:56	43.21	13
Phil VerMeulen	Steve VerMeulen	9:40	10:25	:45	43.21	2

Team		Time Out- CP1	Time In CP 2	Actual	Par Time	Difference
Jud Chapin	Sandy	10:23	10:35	:12	8.75	4
Chuck Gee	Dee Ann	10:26	10:37	:11	8.75	4
Bob Moore	Tom Buto	10:34	10:43	:10	8.75	2
Davis Mathis	Patty Mathis	10:24	10:35	:11	8.75	3
Marc Morgan	Juan Gonzalas	10:35	10:48	:13	8.75	4
Scott McCombe	Pete Jakubek	10:37	10:50	:13	8.75	4
Phil VerMeulen	Steve VerMeulen	10:27	10:37	:10	8.75	2

Team		Time Out CP2	Time In CP 3	Actual	Par Time	Difference
Jud Chapin	Sandy	10:35	11:03	:28	39.54	12
Chuck Gee	Dee Ann	10:39	11:06	:27	39.54	14
Bob Moore	Tom Buto	10:45	11:49	:64	39.54	25
Davis Mathis	Patty Mathis	10:35	11:07	:32	39.54	8
Marc Morgan	Juan Gonzalas	10:51	11:19	:28	39.54	12
Scott McCombe	Pete Jakubek	10:52	11:21	:29	39.54	11
Phil VerMeulen	Steve VerMeulen	10:39	11:06	:27	39.54	13

Team		Time Out CP3	Time In CP 4	Actual	Par Time	Difference
Jud Chapin	Sandy	11:03	11:29	:26	16:21	11
Chuck Gee	Dee Ann	11:09	11:32	:26	16:21	23
Bob Moore	Tom Buto	11:50	12:23	:33	16:21	18
Davis Mathis	Patty Mathis	11:07	11:32	:25	16:21	10
Marc Morgan	Juan Gonzalas	11:19	11:40	:21	16:21	5
Scott McCombe	Pete Jakubek	11:23	11:44	:21	16:21	4
Phil VerMeulen	Steve VerMeulen	11:11	11:30	:19	16:21	3

Team	Place	Total Difference
Jud Chapin Sandy		33
Chuck Gee Dee Ann		44
Bob Moore Tom Buto		58
Davis Mathis Patty Mathis	SECOND	22
Marc Morgan Juan Gonzalas		34
Scott McCombe Pete Jakubek	THIRD	32
Phil VerMeulen Steve VerMeulen	FIRST	20

Place	Team	Points
1st	Phil & Steve VerMeulen	20
2nd	David & Patty Mathis	22
3rd	Scott McCombe & Pete Jakubek	32

## Dover Cylinder Head Hosts FBCC Group

From Paul Novak



*Dover Cylinder Head employee Alex explaining the cylinder head rework process*



*Hap Waldrop explaining the finer details of cylinder head machining to FBCC members*

**Pictures & Stories  
About The President's  
Overnighter Coming In  
The June Open Bonnet!**

## New Additions To Your Stable

**A NEW NEWSLETTER SECTION?**



*Kirk Fisher has proposed this new section to the newsletter as a fun way to keep up with member additions to their "stable" His new addition is a 1995 Jaguar XJS convertible, shown at EuroFest 2026 for its first show.*

## Car Stuff Created By AI

**A NEW NEWSLETTER SECTION?**



*Also from Kirk. So, BMW owns the rights to Triumph cars. I created a 2026 TR8. Why BMW didn't make these instead of the Z3/4 I have no idea. But this is way better.*

## What We've Been Working On

### From Jason Kovak

Many of you know I got my start in British cars with a well-maintained 1961 MGA. While it was “maintained,” it was more of a fix-it-when-it-breaks situation—so a lot of proper tuning and baseline set-up had been overlooked. It was always hard starting and never ran quite right. The previous owner only put about 8,000 miles on it since the early 1980s.

My first goal was simple: learn SU carbs and get the car properly tuned.



I started with the basics—points, condenser, cap, rotor, wires, plugs, and a sports coil—just to establish a solid baseline. I set static timing to 10° and then dug into the carbs. They had #5 needles, but the jets were wildly mismatched (.070" on one, nearly .100" on the other). I reset both to a .060" baseline and began dialing them in through road testing.

It quickly became clear the car wanted more fuel, so I kept adjusting until it ran as well as it could. That helped—but I still had pinging under load and some bogging on climbs.

Compression test told the real story: 196–203 psi across the board. Much higher than expected.

Running 93 octane, the pinging pointed to the need for even more fuel. So over the winter, I had the carbs fully refurbished—not just seals and gaskets, but replating, blasting, rebushing, and new linkage.

We also stepped up to #6 needles.

That improved things, but I still had a flat powerband and some pinging under load.

Next step: ignition. After talking with British Vacuum, we realized the distributor was a California emissions unit—and likely worn—plus completely mismatched for a higher-compression engine with a Moss aluminum performance head. He built and curved a replacement distributor to match my setup. Huge step forward.

Then I tried something different—I asked ChatGPT for input. Based on the compression and symptoms, it suggested trying AAA needles.

I called Joe Curto to order them—he initially suggested sticking with the #6s, but after explaining everything I'd done, he agreed it was worth trying.

Installed the AAA needles... and wow. Night and day difference.

The pinging is completely gone. Powerband feels stronger and smoother. It even seems to run a bit cooler, though I haven't pushed it yet in real summer heat or mountain driving.

For now, it's the best this car has ever run. Next up will be installing the Bill Davis aluminum radiator I already have waiting.

Always something to learn with these cars—but that's half the fun.

## 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](mailto:fzapp@sbcglobal.net)

## 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.



## 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.**



## 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 1961 TR3A on BAT:**

[https://bringatrailer.com/listing/1961-triumph-tr3a-28/?utm\\_source=Iterable&utm\\_medium=email&utm\\_campaign=Model Update](https://bringatrailer.com/listing/1961-triumph-tr3a-28/?utm_source=Iterable&utm_medium=email&utm_campaign=Model Update)

### **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](mailto: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 - 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 - Luggage Rack**

Luggage rack for TR6. Chrome plated. Small section of light rust. Asking \$50.00  
John Sharpe 864-934-6436



### **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

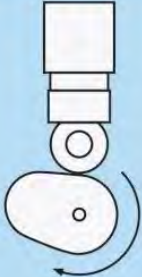
### **WANTED - Larger 1.5" carbs for my MG Midget**

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

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

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

**TR City Restorations**



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

**Triumph Restorations**

spitfire4@1147cc.com  
 864-613-4184



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## The Open Bonnet

Published monthly by The Foothills British Car Club on the website [www.fbccsc.org](http://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](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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