



THE OPEN BONNET

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

Aug 2026



MONTHLY MEETING Saturday, August 8

Chimney Rock Cruise-In

- ⇒ **See Inside For Details**
- ⇒ **9:00 AM – 1:00 PM**

IN THIS ISSUE

- 2) Paul's President's Message**
- 3) Upcoming Events**
- 7) Point Lookout Pictures**
- 9) Saturday At Jack's Place**
- 10) What We're Working On**
- 15) AI Generated Car Stuff**
- 18) AGVS by Dr. Ted**



President's Message

By Paul Zimmerman

The summer heat has arrived, and the FBCC keeps on rolling. Looking back at June and July and ahead to August, we have not taken our foot off the gas. What a great summer it's been.



We've had breakfast rides to Brevard (thank you, Jud!), our annual summer picnic, the Pistons and Props event, multiple Fourth Saturday Breakfasts, First Fridays at Silos, and of course Jack's Place—the list goes on. A big thank-you to Scott McCombe for his presentation at our July meeting, "2 Presidents, 1 Commander, & Three Vehicles." Everyone loved it.

For August, it just keeps on going. Jay Novak is organizing what will be a fun event up at Chimney Rock State Park, which will serve as our monthly meeting. Picnic on the Parkway will have taken place by the time you read this, and of course Jack's Place, the Fourth Saturday Breakfast, and First Friday at Silos are all on the calendar. There will no doubt be spontaneous events as the weather begins to drift toward fall. Watch those Google emails!

We have multiple members already planning events for the fall. Jud's Croquet, Carl's next rally, Fish and Chips at the Oxbow, Chuck's British Car Parts Swap Meet, and more. There are also members planning events they aren't ready to go public with yet, so watch this space. What heartens me most is the number of members planning events. Like so much with the FBCC, nothing ever comes down to just one person doing it. Multiple people step into multiple roles or simply step up to lend a hand. It's not the role you fulfill in the FBCC that matters—it's simply that you do.

Which brings me to Paul Novak. There are members who occasionally step up to do some really heavy lifting. Earlier this year, Paul and I were talking about our bylaws, which were revised in 2021. The folks involved back then did an excellent job, but as with anything, it's time for some updating and tweaking. We are a different—and larger—club than we were then. We also need to put together a Policy and Procedures Manual, which will contain all the items that don't belong in the bylaws.

Paul Novak offered to step up and chair the Bylaws Committee, and boy, has he. To say he's doing a terrific job is an understatement. He and his

committee members—Jud Chapin, Jeff Delk, Pete Jakubek, and Bill Thornton—have put in a lot of work, and it shows. All of the membership will see the results soon, and your role is to read them and weigh in with your thoughts. You have an important role in this process as well.

See you at the next event!

Welcome New Members

Robert Hanis

Taylors, SC 29687
1966 MGB

Malcolm & Susan Jaggard

Fountain Inn, SC 29644
1967 Triumph Bonneville Motorcycle

Tony Childs

Anderson, SC 29621
1972 Triumph Spitfire, 1973 Triumph Stag

Mark & Sandra Weaver

Greer, SC 29651
1964 Jaguar S Type 3.8S

Ken & Lorraine Rice

Marietta, SC 29661
1967 Austin Healey 3000

Richard & Jo-Ann Jensen

Flat Rock, NC 28731
1958 MGA Roadster

On The Cover

The FBCC and the WNCBCC jointly attended an LBC cruise-in at the Lookout Point Vineyards in Hendersonville, NC. The turnout was fabulous and looked amazing with the winery and North Carolina mountains as the backdrop. Thanks to Al Converse for these pictures.

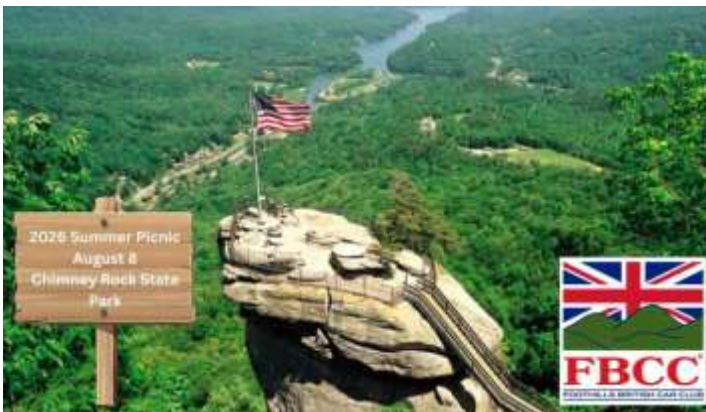
Details at <https://fbccsc.org/calendar/>

August 7 - First Friday At Silos



One of our monthly social gatherings. Arrive somewhere around 11:30, order food from the various food vendors on site, the brewery opens at noon and we all gather in the central eating area to hang out.

August 8 - Chimney Rock Cruise-In & Monthly Meeting



Chimney Rock State 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 (including 1980s) — offering incredible photo opportunities with Chimney Rock as the backdrop. The event is from 9:00 AM – 1:00 PM. Some of you are coming a longer

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

distance and ask that you arrive no later than 10:00 AM. Your spot will be held for you.

This event will also serve as our monthly FBCC club meeting. Food is available at the Sky Top Deli inside the gift shop, offering wraps, pizza, and ice cream, but feel free to bring your own lunch and plenty of drinks. Alcohol is prohibited in the park.

Daily drivers/modern vehicles: Please park in the main lot or in the lower meadow parking area as space allows.

Please register you, your party and your vehicle even if you will be in a daily driver/modern vehicle so we know numbers.

\$14.00 per adult, \$6.00 per child (Payable at park entry)

Season pass holders enter free.

There is a lot to see and do at Chimney Rock State Park and your admission covers that.

First	Last	# in Party	Marque	Model	Year
Paul	Zimmerman	2	Morgan	Plus 4	1964
Jason	Kovac	2	MG	MGA	1961
Jason	Kovac	2	Volvo	XC90	2019
Jerry	Van Vlack	2	Triumph	TR4A	1966
David	Mathias	2	MG	MGA Coupe	1957
Syd	Chipman and Jane	2	MG	TD Wannabe	1952
Mitchell	Andrus	2	MA	A	1958
Bill	Thornton	2	MG	B Roadster	1979
Thomas	Mitchell	2	MG	TD	1951
Thomas	Buto	2	Mazda	MX5	2018
Jim	Zachary	1	Triumph	Tr3a	1969
Robert	Milks	2	MG	B	1965
Wayne	Telman	2	Triumph	TR3	1967
Phil	Proff	2	Rover	Mini	1998
David	Wood	2	MG or BMW	MGB or Z3	65 or 97
David	Brooks	2	Triumph	Vitesse	1970
Andrew	Baillie	1	TVR	280i	1985
Matt & Laura	Balbo	2	Triumph	Spitfire	1979
Chris	Fonteneau	2	Austin Healey	3000 BJ8	1965
Craig	Kirkpatrick	2	MG	TD Mark 2	1952
Phillip	VerMeulen	2	MG	MGB	1972
Steve	VerMeulen	2	Triumph	TR6	1975
Tom	Near	2	Mini	Van	1975
Bill	Kaiser	2	Mercedes 550 CLK	Cabriolet	2008
Tom	Cavanaugh	2	Mini Cooper S	Convertible	2026
Scott	McCombe	2	Not Sure	Not Sure	Not Sure
Joshua	Patterson	1	Mg	Midget	79
Chuck	Gee	2	Triumph	TR250	1968
Terry	Ramsey	2	Sunbeam	Tiger	1966
David	Benson	2	MG	Midget	1973
Mark	Riesch	2	Triumph	TR 6	1971
Joshua	Patterson	1	Mg	Midget	79
Brett	Looper	2	Triumph	TR7	1979
Paul	Novak	2	Jaguar	E-Type Fixed Head C	1969
Don	Veach	1	Mercedes Benz	190E	1993
Will	Theisler	2	turbo esprit	Lotus	1986

August 15 - Saturday at Jack's Place



617 Poinsett Hwy, Greenville, SC 29609, USA

The entrance is on Hammett Street Ex. Behind the building. Jack's Place is our 2 bay garage. While it's open to members all month, on the third Saturday of the month we gather for tech sessions, work on cars and hang out.

August 22 - 4th Saturday Breakfast—9am



Location TBD. Watch your Google Group Emails

September 13-22 England Grand Tour



THE OPEN BONNET

September 8 - Monthly FBCC Meeting



Your Input Is Needed! Pre-Auction Tour of Richmond Auctions September 10

By Bill Bowen

Hi guys!

I came across a very interesting Auction House here in Greenville on Congaree Road. I am arranging a pre-auction tour on September 10th at 10:30.

Thinking lunch after. They are having an advertising auction on site September 17-19. It is mainly automotive signs, gas pumps etc. I'm trying to determine what interest the club may have and possible lunch suggestions.

Their website is: RichmondAuctions.com if you want to check them out. Please provide your input!

Interested? billbowen1@yahoo.com



Sept. 26 Autumn in the Mnts



<https://www.bccwnc.org/aitm-registration/>

Oct. 3 - British Car Parts Swap Meet



Oct. 8 - Fish & Chips Night



[Register Here to Attend](#)

Oct. 10 - Croquet Tournament



Oct. 24 - The Way It Was: Time, Speed Distance Rally, Part 2



Attention rallyists. It's time to dig out your Curta's and sharpen your pencils. THE WAY IT WAS TSD RALLY – Part 2 has been scheduled for October 24, 2026. The astute among you will recognize that this is the same date as the Victoria Valley Vineyards Cruise In. That is because Victoria Valley Vineyards will be the finish point. The start point will be at Bridge City Coffee in Travelers Rest. In between you can expect about 75 miles of route finding and lots of Time Speed Distance arithmetic. Due to popular demand, there will be a short rest break, with appropriate facilities, along the way. Any questions, please reach out to me.

Carl S. Baker, Rally Master
864.308.5744
Baker_cs@bellsouth.net

[Click Here For Details & To Register](#)

Oct. 24 - Victoria Valley Vineyard Cruise-In



FBCC Monthly Meeting Minutes July 14

Opening Remarks Notes:

New members present was Malcolm Jarrard and Will Theilmeier (1986 Lotus).

FBCC sang Happy Birthday to Connie Buto. Her age was not disclosed.

Pete gave the treasurers report: for end of the month of June, we have income and expenditures as stated, for a total of budget for spending during the remaining 2026 year.

Tonya gave an update on the regalia.

Paul N. indicated that we have 192 family memberships (last year we had 189), so he expects to hit 200 by years end.

Jud will lead a ride to Ocor Blues tomorrow for breakfast. Check your emails for details. Also, the fourth Saturday will be breakfast in Travelers Rest, so check your emails again.

Saturday will be Jack's garage session, starting at 9 AM.

August 8th will be a cruise in and monthly meeting at Chimney Rock State Park. Again, check your emails for details.

Program: Scott McCombe gave a talk entitled "Two Presidents, One Commander and Three Vehicles".

Scott started off by asking the membership to define "provenance". It means connections or interconnections between seemingly unrelated things, a recorded history of connections. He then proceeded to describe the provenance of President JFK, the grassy knoll in Dallas, President Lyndon Johnson and the Warren Commission, President Gerald Ford (only President never elected), Spiro Agnew (tax evasions), and Harvey Hughey. Gerald Ford was on CVL-26 aircraft carrier (USS Monterey) in WWII with Hughey (TBM pilot). Later on, Hughey was with the naval group that captured a German enigma and code books on U-505. Hughey stayed in aviation while Gerald Ford went into politics. On June 14, 1954 Hughey gets a naval promotion and splurges on a Vespa, for 159,300 lira or about \$287. Scott showed the export bill and vehicle passport. That was vehicle #1. Now for vehicle #2: Hughey is doing well in the Navy and in 1961 buys a new TR3 for his wife. It was a TR with white wall tires (W code) and was registered to Evelyn Hughey. Now

for vehicle #3: in 1963 Hughey was promoted to Executive Officer of the Navy in Dallas, TX. He buys a new 1964 Cadillac El Dorado.

Now, in 2013 Scott's wife mentioned that a TR was for sale near Richmond, VA, so he drives down there to take a look and decides to buy it. A 1961 TR3. It comes with a Vespa, to boot. He could have bought the Cadillac for \$400, but decided not to. What a mistake. The Cadillac was used by the Warren Commission to drive around Dallas during the investigation of the assassination of JFK and the grassy knoll. Gerald Ford, being a friend of Harvey Hughey, needed some transportation around Dallas, but rental cars were completely sold out to the press corps, so he asked Harvey if he could borrow his car. That Cadillac is now probably worth a lot more than \$400. But the Vespas and TR3 did get good homes. So, the provenance of this presentation was two Presidents (JFK, Ford), one commander (H. Hughey) and three vehicles (TR3, Vespa, Cadillac).

50/50: \$81 won by Julie Benson. New members got FBCC license plates, and there were four prizes that were raffled off to members (grill badge, pencil set, basket & license plate).

Paul adjourned the meeting at 7:30 PM

Do You Enjoy Our FBCC Google Group?

From Scott McCombe

More importantly, if you have wondered what you might do to contribute to the operation and administration of our FBCC without having to be an officer, I may have an opportunity for you.

About once or twice a week for 15 minutes or so, I add new club members to our Google Group.

Google Groups is how our members communicate with all 200 other members through just one email address, fbccemail@GoogleGroups.com. At the end of the year, we reconcile this list of names based on the updated membership directory. None of this is hard for a basic computer user and is well proceduralized. If you'd like to consider providing this assistance, please contact me at notanmg@gmail.com. Thank you very much.



WNCBCC Point Lookout Winery Visit July 12, 2026

Thanks to Al Converse



WNCBCC Point Lookout Winery Visit July 12

Thanks to Jud Chapin & Al Converse



A Lot Goes On At Jack's Place On 3rd Saturdays!

If you attended last month's Open Garage session on the 20th, you know how much fun we had. New member, Wil Theilmeier brought his recently refurbished 1986 Lotus Esprit while John Burton was acting chief mechanic replacing a distributor, rewiring a Morgan's tail lights, identifying a rusted frame, discovering a nail in a tire. Meanwhile, others changed their engine oil and greased suspension components.



Never too late to put on that March license plate!



"Can you put that alternator here? You've already got the correct fan belt ! It'll help with weight distribution."



Does that look like a grease fitting nipple? Hmmmm.



Dr. John Burton determined that the MGB trailored into Jack's Place had multiple issues. A broken spark plug, distributor wires incorrectly installed, a bad rotor, etc. etc.. In the end, the car was able to drive home, and that was a major open garage accomplishment!



That the wire doesn't belong in this car? Huh again.

What We've Been Working On

From Jeff Delk

I recently rebuilt the overdrive unit for my brother's MGBGT.



From Chris Marz

Got U Covered did a great job on my new top they were timely and reasonable. Nice group.



From Paul Novak

For several years I have been dealing with heat related engine fueling problems in our 1990 Jaguar XJ-S

convertible that occur on hot summer days after long spirited drives. When this "vapor lock" problem

happens while driving, the engine stumbles, the RPMs drop off, and the engine dies. A related "heat soak" problem occurs when I park that car after a long drive on a hot day and the engine won't start immediately when cranked. Then the engine runs rough for a minute or so after finally starting. I suspect that in both cases the Jaguar V12 engine radiated so much heat that the liquid fuel in the fuel rail turned to vapor causing fuel pressure problems.



My remedy in both cases has been to open the bonnet to let the engine bay cool for a few minutes. Then the car starts up properly and the engine runs normally again.

I can drive this car all year long on drives of less than an hour without fueling problems. However, I have had this engine "vapor lock" problem twice recently during long spirited drives through the mountains of North Carolina with other FBCC and I need to fix it. Some FBCC members suggested that I switch to non-ethanol 93 Octane fuel since ethanol fuel has a lower boiling point than pure gasoline. I also started keeping the gas tank at least ½ full at all times to help cool the fuel rail with the additional fuel as it circles from the fuel tank through the engine bay and back to the fuel tank. I am still evaluating whether the non-ethanol gas and additional fuel in the tank helps but they were quick and easy to do.



Our 1969 Jaguar E-Type Coupe has a louvered bonnet and one day as I watched the waves of hot air pour out of that bonnet I wondered why Jaguar never equipped the XJ-S bonnets with louvers to help remove the heat from their very hot V12 engine bays. When I saw a louvered XJ-S bonnet advertised for sale in the Jag-Lovers.com Classified Ads I decided it was worth a trip to Atlanta to pick it up and the effort to install it. The prior owner of that bonnet modified it with stamped and welded louvers for a project that he never completed. Thank goodness that Chuck Gee was up for a road trip to Atlanta with me in his pickup truck to haul the louvered XJ-S



bonnet back. Attached are pictures of how that bonnet looks today in our 1990 XJ-S convertible after I installed it, with the help of my wife Debby. There is definitely a "Batmobile" vibe to the rattle-can satin black paint with red pinstripes and the red growler. I decided to paint it this way for some short-term fun since the original purple-blue color (Solent Blue?) just didn't look right at all on our Signal Red car, even for a short time. If this louvered bonnet works out, I plan to have it professionally repainted in Signal Red to match the rest of the car so that other than the louvers it would look original.

New Additions To Your Stable

From Jeff Delk (Back in February) 1967 MGBGT & 1964 Alfa Romeo

I have added a 1967 MGBGT and a 1964 Alfa Romeo Giulia Spider to my "stable". Both cars came from North Carolina. I should have the GT on the road before Winter, but the Alfa has the typical floor pan rust, so that will be a more involved project



be interested, depending on the details.

Long story short, I took my trailer up to Pontiac, Michigan and picked it up! I'm now the proud owner

of a 1966 Sunbeam Tiger MK1A. I'm the fourth owner of an original black car that has been in storage for almost 20



years. I'm pretty sure it still has original paint! I've been slowly going through everything and bringing it back to life. I did get it running, have rebuilt the fuel system, brakes, cooling system, and am currently working on the wiring to make sure everything works. I hope to have it on the road before the end of the year, and maybe for Autumn in the Mountains.

From Brett Looper - His Early TR7 is now a THOROUBRED!

From Chuck Gee - 1966 Sunbeam Tiger Mk1A

Tom Eicher and I were talking at a FBCC event earlier in the year and the conversation drifted to a friend of his. This friend had a Sunbeam Tiger he



was looking to sell, but it had been sitting a while in storage and would need some work. I mentioned to Tom that I've always wanted one of those and I may



The President's State Of The Three Wheeler Address

By Paul Zimmerman

Fourscore and seven years ago I brought forth into my garage a 1934 Morgan 3 wheeler, conceived in Malvern, and dedicated myself to the proposition that I wanted to learn how to restore a vehicle.

Okay, it wasn't fourscore and 7 years but there are times when it feels like it - as I'm sure many of you can relate. That being said, I would not trade any of this experience for anything and would happily do it again. We crossed a recent milestone and Scott asked me to write up something for the Open Bonnet about it.

That milestone was the last of the parts coming back from Jim Perman of Brooklands Engineering in CT. Jim has been a machinist for a long time and has years of working on all kinds of classic cars from MGs to Jaguars. More importantly to me was his familiarity with Morgan 3 Wheelers. He owns 3 and has restored countless others, which means he knows what to do, how they work, and what could go wrong and therefore can head it off before it does.

While I was able to get quite a few parts from the Three Wheeler Club in the UK, some things are simply not available. Jim was able to manufacture almost everything that was needed, and manufacture it to my specific car. He's had the transmission, engine, front end, rear end and quite a bit of the car up there at different times as he fitted, adjusted and repaired the various car parts. This has taken about two years, not because Jim is slow - to the contrary he works quickly - but because these things take time. I have pages and pages and handwritten invoices from Jim in his beautiful calligraphy detailing all his work. I also saved every email with the photos he sent detailing his progress that is now in a 120 page Word document. The binder I created for the restoration is already close to 2" thick and contains Jim's invoices and all the receipts and other invoices.

A few weeks ago Jim sent notice he was done and everything was ready to ship back to me. I have a business UPS account and set up the shipment and pick up location directly from Jim's workshop/house. Five boxes weighing a total of 130 pounds were soon on their way to me. To say I was nervous during transport is an understatement, but it all arrived and is now in my garage safe and sound. The engine

bits will find their way to Chris Gilman's garage to join the rest of the engine parts and be worked on there. The rest will stay with me to be worked on in my garage.

I enjoy the required research for this project. We learned early on that just because I found the car put together a particular way, didn't mean that it was the right way. Everything needed to be researched to figure out what was the original and right way. There are no manuals for this. Some good books by the likes of Clarrie Coombs and others do exist. The main source for restoration information however is the Three Wheeler Club's Bulletin Archive. Every issue published back to 1944 is on the website, and every article is indexed by subject. Look up a subject like JAP Engine Flywheel Alignment and you will find Jim Evans wrote an article on it with the code 72-12-11/12. The code is YR-MO-PG. So that article is in the 1972, December issue on pages 11&12. An incredible reference.

Scott asked me to take some photos of the parts and talk a bit about them. That's what the rest of the article will do.

One half of my workbench and shelf space is currently devoted to parts—both new and old. There is a method to the madness.



The shelving underneath is for organizing boxes that are filled with parts in labeled Ziplock bags. The bottom shelves towards the back are for all the old parts which will stay there until the restoration is complete.

The flywheel that started it all

The vehicle was taken off the road in 1982 because the old flywheel had shifted. I send it up to Jim who essentially said he could fix it but it would cost about as much as if Pat Bastock in the UK made a brand new one specific to my engine but it would be made from far superior materials. So off to the UK went my old one. This is the new one after Jim meticulously reassembled it all and took careful measurements to get it within the tolerances he wanted.





The engine case after Jim went through, cleaned, sleeved and checked all the tolerances.

The bags of parts that came back from Jim - all carefully labeled.



The steering column box came back cleaned, and re-greased with new bolts. It was aligned so the



column to the steering wheel is on the high side of the box with leg clearance in the cockpit for yours truly. Almost every nut and bolt on the entire vehicle is being replaced, quite often by Grade 8 ones.

New steering wheel The one on the car I bought was a three-spoke and extended forward from the hub by about 2". This new one is the other "correct" style and was given to me by my Morgan friend Mark Braunstein in Florida. A total surprise! It's flat so there is another 2" clearance gained. I restored the black parts but the chrome metal on the spokes was peeling off. My solution was to sand it smooth and use a can of Duplicolor Stainless Steel spray paint. My car had a foot throttle, but the controls in the picture are the correct ones. The long one on the right is the throttle, the short one is the choke, and the one on the left is the advance/retard. Are levers are sourced from Colin Wilson in the UK. They are new replicas and well made.



This is the **Morgan Super Sports script heat shield** for the exhaust pipes. I didn't want to burn myself! Sourced from Bob Angell in the UK

The correct Amal carburetor, was given to me by my friend Peter Ballard who lives in VA. The car came with a Mikuni. Not sure which will go back on.



New roller chain for the rear The car is a chain drive from the transmission case to the rear wheel. This is an O ring chain

so less maintenance. Sourced from Hampton Rubbers in VA.

New headlights. There are new buckets as well. Besides being LED, these also have a turn signal built right into them. You can see the amber bulb towards the bottom. The car had no turn signals when I got it. Sourced from Speedway Motors in NE.



New rear side running lights and taillight. The running lights are also turn signals and the taillight is also the brake light. They are periodic correct. Sources from Vintage & Classic Spares in the UK.



You need radiator hoses Morris Minor radiator hoses from Mini Mania.



New radiator badge This is not the original radiator. This one is likely from a Morgan Aero hence the Morgan Aero badge. The new badge is the correct Supersports one. Sourced from E-Bay



New domed pistons for my JAP LTOWZ engine. Note Jim's writing as he had them and my barrels to make sure it all fit. Sourced from the Morgan Three Wheeler Club in the UK.



New Lucas Alette Horn Mine came with one that was not working and it was 6V. This is a high quality replica and it's 12V. Easy decision. Made up the side brackets to hold it firmly in place. Sourced from Classic British Spares in CA.



The front sliding pillar suspension The brass part is original. Jim re-bushed it and machined new kingpins to fit. Underneath the new covers are new springs from the Three Wheeler Club. A bit more play to make the ride easier to live with. Covers from Bob Angell in the UK.





Starter motor Came with the car but was not on it. Thankfully Upstate Auto Electric in Inman was able to refurbish it and it works great.

Rear end assembled with new leaf spring hangers from the three wheeler club.



12V Alternator on the left side of the transmission. That's where the original 6V generators all went. The bracket for it was machined by Jim Perman.

Managed to find a correct **windshield wiper motor**. Don't know if it works so it may just end being decoration.



The dashboard. The one on it was cheap 1/4' plywood. Hardly what it should be. This is ambrosia maple and I made it in my woodshop. The center oval panel came as a blank from Tom Cowley in the UK. I laid out the

instruments, made a template, bored the holes and then finished it with black wrinkle paint. Spent 3 weeks on just that!

Everything that comes off is painted, treated etc. This is the clutch pressure plate and thrust bearing after being stripped, Parkerized and reassembled with new parts from the Three Wheeler Club.



I took it apart on a video call with club member Steve Hughes in the UK so he could coach me through it. That is typical of the support the club provides.



Lockheed Brake Master Cylinder after being rebuilt and painted. Likely off a Morris Vehicle originally. This will control the front brakes. Hydraulic brakes were not original on these. Work done by

Apple Hydraulics in NY.

Just a few pages of **Jim's invoices** with his distinct calligraphy. I have 34 pages in all!



This is just some of what we've been working on over the last couple of years. Hope it gives you an idea. As I mentioned at the start there are no manuals and no one source shopping for these vehicles. You gotta figure it out as you go!

FBCC VP Chuck Gee is All Into Triumph Racing

Group 2a	Vintage Historic 4
Triumph TR4A IRS	Car #612
	
Year of Car	1967
Top Speed	200km/h / 124mph
Horsepower	170
RPM	6500
Engine cc	2200
Cylinders	4
Weight	930kg / 2050lb

 	
Driver:	Chuck Gee
Hometown:	Fountain Inn, SC
Favourite Racetrack:	Willow Springs International Raceway
Started Racing:	1993
Race Hero:	Nigel Mansell
	
Player Cards Sponsored by:	PFAFF



Car Stuff Created By AI ***A NEW NEWSLETTER SECTION?***

From David Mathias

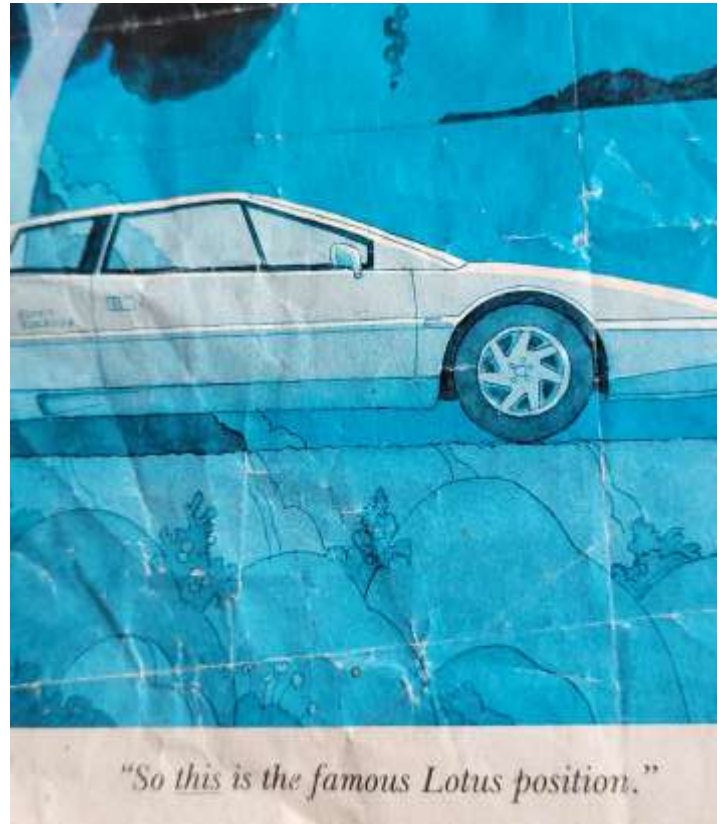


When AI gets to the point that it can accurately render hands, we'll be in real trouble.

Here's an AI creation I made earlier this week. I did not upload a photo. I simply described the scene I wanted — without much detail — and then told it some tweaks that I wanted through several iterations.

From Tom Buto

Check out this video on the new Triumph Roadster. Don't we wish!



David Cordeau takes no responsibility for this...

Not a Member? Contact Us At

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

Already a Member, Find Your Buds Here:

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

And Other Goings-On In The Neighborhood

From Ryan Owens

Today was a good day. Leaving the Point Lookout winery, we decided to take a right and head into Chimney Rock on Hwy 64, which to our pleasant surprise was open.

The road into town is all new with large boulders on the river shoulders where forest once stood.

Then turning right onto the Main Street is kinda surreal, as the road takes a detour onto a newly created road that

runs smack dab in the middle of the river. Looking up to the left you'll see where the old road was. This new road is

hopefully just a temporary solution, but there remains much work to be

done and I'm not sure if that original road will ever be

built back or if it even could. Arriving

to what remains of the storefronts on Main Street is both sad and optimistic at the same time. A fraction of the businesses remain. On a good note, Lake Lure was full again, the marina docks were back in place and expanded a good deal, and the lake and beach were crowded with swimmers and activity.



Secret Word:
"Trainers"

Slang for
"Sneakers"

Picnic On The Parkway July 30 (Pics from Charlie Angle)



The weather/scenery up through the Blue Ridge Parkway was ideal for a picnic drive



And Scott kept his distance during the 15 mph section of dirt road—obviously!

New Member Spotlight

From the editor

I'd like to welcome a new member, James Theodore II, who states that his friends call him Ted and that he usually writes under the name Dr. Ted E. Bayer. Ted has been a president of the Sports Car Club of South Carolina and has graciously offered to contribute articles for our Open Bonnet, the first of which appears this month later in this issue.

What follows is his introductory letter to the editor and our FBCC members.

To editor I'm a new member... born in Greenville and spent most of my life here. At 68, I've owned 128 cars in my life over half were British. I've written for sports car clubs mags in SCCA, SCCSC and other organizations and have a real love for Brit cars. I currently own a 1952 MGTD and a 1960 Triumph TR3A with a V8 engine. I wanted to submit a few of articles and if you feel it is worth using in your newsletter, feel free. I have a lot of other writings some of the folks in club might enjoy from Chimney Rock, SCCA racing, Hill Climbing, and owning sports cars with stories over the years... if interested. Most clubs I know have trouble looking for filler! LOL I Enjoy reading over the club's newsletter and look forward to getting more involved in meetings and drives. Thanks,

Ted tedagmar@gmail.com



Links of the Month

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

From Ryan Owens: Chinese automakers are taking on the UK — and many Brits are embracing it



And a couple more

British Grand Prix 1958 - Silverstone | Shell Historical Film Archive

youtu.be

Round the Ring: Graham Hill's Nurburgring Tour | Shell Historical Film Archive

youtu.be

From Paul Zimmerman: The Death of Triumph

youtube.com/watch?is=aH5tto69rJtavi4k&v=Ndmp9gSCwAc&feature=youtu.be



Where Are We Headed With AGVS? (Auto Guided Vehicles)

By James Theodore (aka Ted)

I still remember 1974, living here in Greenville, SC, 16 years old and bringing home my first car... a 1961 red MGA convertible. I was sitting in the driveway,

cleaning it, fixing tiny little things and basking in the thrill. All the while, working in a steakhouse, saving money, and reading about MGAs in old Road & Track magazines. It was one



of the best things in my life to that point. But, there was a Budweiser sticker on the rear chrome fender that HAD to go. I used every cleaner in the house and the pink gum adhesive backing would not come off. I finally realized I would have to scrub harder. I put my fingers behind the bumper so I could push harder against it and felt a wad of something. Turned out to be a big wad of pink bondo past owner used to fill a rust hole and covered it all with a decal. Past owner was a jerk. At 10:30 PM, my dad came out on the porch, saw me sitting in the car in the dark listening to a static riddled radio noise.... and said "Are you planning to sleep in that car tonight?" And I remember thinking..."Wow...I actually could." I LOVED that car. A week later, I hit a speed bump and heard a strange noise under the car. One of the battery holders had broken and a 6 Volt battery was dragging on the ground hanging by the positive and negative cables.

Your first car is your first "personal space". You OWN it. You can make a mess and leave it or clean and vacuum it daily.. You can put a decal on the rear bumper that says "I brake for indecisive squirrels", "Leroy Jenkins for President 2020" or even "Budweiser". You make it fit you. Air freshener under seat or a tree hanging from the window. Cinnamon, vanilla, baby powder, or New Car. Fancy sound system with your choice of Bach, Nickelback, Bieber, John Denver, Cole Porter, Bruce Springsteen or Molly Hatchett, OEM floor mats or Yosemite Sam

saying "Back OFF!". Original classic shift knob or aftermarket cue ball. ... and it becomes your first taste of freedom, mobility and adult responsibility. Mom and Dad can't manage that risk when you are driving... you as the driver have to do that. You have to maintain it... even at a basic level of filling it with gas and checking oil. If you fail to do that, you face the consequence\$. You learn about insurance. You find out tires are not a "once in a car time" purchase. You learn to interact with other adults on the road and learn to park "inside the white lines" correctly. (Well some do....)

So I ask you a question. What will replace this life changing experience in the path to being an adult when auto-guided vehicles take over the roads? Think about it. Sometimes, we are too busy thinking about if we could, that we don't think about if we should. As I see brand NEW cars with fender gaps, speedometers/tachs out of calibration, intermittent headlights and failing dash switches, in dash GPS sending me on "completely idiotic gas wasting detours for no apparent reason", new tires that have defects and gas gauges that read half a tank and I am on the side of the road where it sputtered and died ... I wonder if the tech to make Auto Guided Vehicles is also supported by the tech to keep them working accurately... and if it can't? What then?

My father used to say "I am glad I will not be around 30 years from now to deal with the problems this world is headed toward." I get that now...

THE GARAGE TO HOUSE RATIO IS JUST PERFECT



WHEN YOUR PRIORITIES ARE STRAIGHT

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



CLASSIFIEDS

Classified ads and posting products or services is FREE for any paid member. Advertise most anything car related within reason. Contact an FBCC officer or the newsletter editor at notanmg@gmail.com.

For Sale - Lotus Europa, Midget, and XJ6 Parts

If anyone is looking for parts for a Jag XJ6C or Mk2 I am going to be parting out a couple of cars. I also have some Lotus Europa S2 parts and MG midget parts. Peter Morton peter@nobudgetracing.com

For Sale - 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 - Everything Must Go!

I have until the end of February 2027 to sell the land and everything on it where Classic Cars of SC is located on I-385 in Gray Court. I do have several MG's, a DKW, an Austin Princess and maybe some other European cars to sell or scrap. Help me save as much as possible from the CRUSHER. Ron Ayers at Classic Cars of SC. 1-864-313-2908, land line: 1-864-862-4423. <http://www.classiccarsofsc.com> or www.classiccarssouthcarolina.com

For Sale - RSeat Racing Simulator Rig

Made in Austria of steel tubing, Asseta Corsa racing simulator game included Fanatec Pro Series Pedals (with clutch), Fanatec Force Feedback Steering Hub (steering wheel not included) 3-Monitor Stand included (comes with only 1 (LG) monitor), Butt kicker Subwoofer and seat attachment (so you feel the road), PC and Keyboard Not Included, *Make Offer Contact Ryan Owens 864.271.7021 ryan@stratatonic.com



For Sale - Car Hauler \$1,500 OBO

Car Hauler Trailer with lots of new stuff. It is 79 inches wide and 12 feet long. New tires, aluminum ramps, tie down rings, LED lights, hitch coupler, safety hooks, and jack. \$1500 or best offer Brett Looper brettlooper@bellsouth.net



For Sale - 1951 MGTD \$15,000 OBO

The car is in a good condition and runs well.

Call Peter deJong at 713-298-5921



For Sale - 1980 MGB Make Offer

Contact

David Read

864-276-4623



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 & Free Stuff

1. A windshield glass for an early MGB. It is in decent shape with no cracks. Free to a good home.

Let me know. Marty Shane
martys631@gmail.com



For Sale - MGA Parts

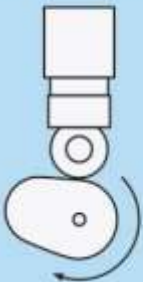
1. Scarborough Faire radiator duct shelf. Still in the plastic. \$100
2. Moss Left sill with end caps. \$125
3. Scarborough Faire rear bumper with overrides, Original mounting springs, and hardware. \$225
4. Pair of original MGA coupe seat frames. Great condition. \$300

Contact David Mathias dmath@mac.com



PRODUCTS & SERVICES

Abingdon Performance Ltd.



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

Len Fanelli

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

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

This "Garage Discount" will allow FBCC members to receive the same discount as a commercial garages. The amount of the discount is based on the item purchased. Tell the counter person you are with Foothills British Car Club. This is for cash or credit card purchases.

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

MORE STYLES TO CHOOSE FROM



QUALITY WHEELS FOR VINTAGE CARS



RETRO 4 • CLASSIC 8 • LEMANS • SILVERSTONE
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
864-252-5070
alansalvy@gmail.com

Sales
Parts
Service

959 Deyoung Road
Greer, SC 29651

Triumph Restorations

spitfire4@1147cc.com

864-613-4184



FINE LINE Auto Works, Ltd.

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

- Award Winning Restoration And Refinishing •
- Certified And Registered Collision Repair •
- Paintless Dent Repair •

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

FLAWLESS FINISH

Joel Moss

Cell: 864-809-1526

Email: flawlessfinishpdr@yahoo.com

- Professional Hail Damage Repair -
Got Dents and Dings? Give us a Ring!

PAINTLESS DENT REPAIR

The Open Bonnet

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

Scott McCombe, Editor, The Open Bonnet
Karen McCombe, Proofreader
201 Club View Drive
Greenville, SC 29609
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/>

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!

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).

Contact Scott McCombe at otanmg@gmail.com if needing assistance.

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/>