



THE OPEN BONNET

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



MONTHLY MEETING
Tuesday September 8

**Porsche "Boys Toys" by
Chris Gilman**

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

IN THIS ISSUE

- 2) Paul's President's Message**
- 3) Upcoming Events**
- 6) Jack's Place Heats Up**
- 9) Mad Dogs & English Cars**
- 10) A Couple Tech Tips**
- 12) FBCC Is 201 Member Strong!**
- 14) No Regrets Playing With Cars**



President's Message

By Paul Zimmerman

200 and Counting!

I half-jokingly said to Paul Novak a few months ago that it would be great to see us get to 200 members by the time my term as President finished. Paul thought we had a chance, but I don't think either of us expected to blow through that number by August. But we did. Not only that, but we are also seeing more members attending activities.



To thoroughly research this trend, I did an extensive five-minute interview with ChatGPT to assess this. And since I have a paid subscription, it must be even more true! Here is what it said.

Point One: *"Local clubs that emphasize driving, socializing, and fun appear to be doing better than clubs centered primarily on judging, restoration, and formal meetings."*

That certainly sounds like us, so maybe there is some truth to this ChatGPT stuff.

Point Two: Young People

"The younger members who are coming in want something different."

They tend to be more interested in:

- * **Driving**
- * **Social events**
- * **Touring**
- * **Networking**
- * **Cars & Coffee-type activities**
- * **Hands-on technical activities**

And less interested in:

- * **Concours judging**
- * **Formal meetings**
- * **Traditional club structure**

Socialization is becoming more important than competition for the newer generation."

We tick some boxes there.

Think of Jack's Place for technical. Driving—we got that one! Social events—tick that box. Networking—thank you, Google Groups!

We certainly don't do concours judging, have a

traditional club structure, and I would not call our meetings formal!

Is there a Parliamentarian in the house?

Thankfully not!

The last thing ChatGPT came up with was about our club. It must have checked our website and other online presence.

"What I think this means for FBCC."

This is where I think your 200 members plus and counting is actually pretty significant.

If FBCC is at 200 members plus, you're not operating in a declining organization. You're doing something that a lot of traditional British-car clubs are having difficulty doing: building membership.

And the ingredients you've told me about FBCC are almost exactly what the successful clubs are emphasizing: driving + food + socializing + interesting destinations + British cars + family/friends + informal gatherings.

Your 50-ish events in the first part of the year are particularly important. You're giving people reasons to participate, rather than simply reasons to belong."

Did someone say 300!

Happy Driving, and let's keep not taking it too seriously. Just keep having fun! Happy 200 to the entire FBCC Family.

September 8 Monthly Meeting: Chris Gilman Presents "Boys Toys"

In 2003, Porsche expanded from only making "Boy's Toys" into the family car business, with the 2004 Cayenne. FBCC member Chris Gilman managed the development and rollout of the Cayenne from the US market perspective, which he will detail at the September 8 club meeting. Chris started his career with Porsche as a Technician in 1978 at a Cincinnati, Ohio dealership and was then hired by PCNA (Porsche Cars North America) in 1985, holding positions in Service, Sales, Product Development and Marketing before retiring in 2020 after 35 years.

Please join us at Kouzina next Tuesday for this interesting story of the Porsche auto transition.

September 4 - Silos 1st Friday

First Friday Gathering
Gather at Noon For Lunch
Followed by Social Time at The Dawleys



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.

September 8 - Meet At Kouzina



1325 Miller Road, Greenville, SC 29607

Sept. 10 - Pre-Auction Preview



Arranged by member Bill Bowen, they are having an advertising auction on site September 17-19. It is mainly automotive signs, gas pumps etc. This is a private pre-auction tour. Meet at the site at 10:30.

THE OPEN BONNET

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

September 19 - Open Garage 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.

Sept. 26 Autumn in the Mnts



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

On The Cover

We all know that someone who just can't stop themselves from taking home that lost kitten or stray little puppy dog. I think a true LBC lover has the same gene, and when faced with a lost and lonely Little British Car, just has to be THE RESCUER. Oh, and Brett Looper (brettlooper@bellsouth.net) would love to hear from YOU if interested in parts from these relics.

FOOTHILLS BRITISH CAR CLUB

October 3 - British Car Parts



SWAP MEET

**SATURDAY
OCTOBER 3
2026
9AM - 2PM**

**MARIETTA FIRST
BAPTIST CHURCH
PARKING LOT
2936 GEER HWY
MARIETTA, SC**

BRING YOUR HOARD OF
BRITISH CAR PARTS FOR
PEOPLE WHO MIGHT WANT TO
BUY THEM. IF YOU DON'T
HAVE ANYTHING TO SELL,
JUST COME BY TO HANG OUT.



**FREE
FOR EVERYONE**

FBCCSC.ORG

Bring your parts, bring your wallet, bring your car and join us for a British Car Parts swap meet. All British Car Clubs, British Car Owners and Enthusiasts are welcome.

There is no vendor fee so just come bring what you want to sell. Everyone is welcome to come browse and buy regardless if you are selling or not.

If you are not selling bring your British Car for a casual cruise in. Pack a picnic lunch, bring something to drink and something to sit on and/or under.

British Car Parts Only. Do not bring other items to sell.

October 8 - Fish & Chips Night



Fish & Chips Night



**October 8
4 PM to ?**

THE OXBOW
AT SALUDA OUTDOOR CENTER
1307 OLD EASLEY HWY
EASLEY SC 29640

Registration: [Click Here](#)

THE OPEN BONNET

October 10 - Fall Croquet



[Details Here](#)

October 13 - Meet At Kouzina



Monthly Meeting

1325 Miller Road, Greenville, SC 29607
5:30 dinner and the meeting starts at 6:30

October 17 - Car-Toberfest



[Details Here](#)

October 24, 2026

The Way It Was TSD Rally



Time, Speed, Distance (TSD) Rally

[Details Here](#)

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

Baker_cs@bellsouth.net

October 24, 2026

4th Saturday Breakfast - 9am



4th Saturday Breakfast
Locations rotate so watch your Google Emails

Location TBD. Watch your Google Group Emails

October 24, 2026

**Victoria Valley Vineyard
Cruise In**

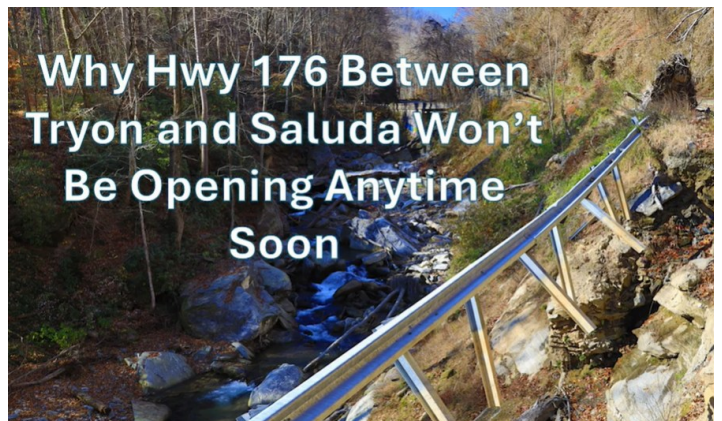


All British Car Cruise In

[Details Here](#)

**Al Converse Shares One
Of Our Favorite Routes
Post Helene - Pearson Fall**

<https://www.youtube.com/watch?v=HhiNd9aIxxv4>



Heat! What Heat? We Just Work Smarter At Jack's Place

In spite of the hot and humid weather for Jack's Place session in August, we had 27 members show up for a very active day in the shop.

Paul Zimmerman changed his oil in the Morgan and lubricated the sliding pillar suspension (whatever that is) and cleaned up his Morgan tool kit in our media blaster. We got a foreigner on the lift (an Alpha Romeo) that Scott's brother just purchased and we were able to get Bill Smith's Morgan cooling fan running in the right direction. That certainly should help cooling!

Bill Bowen checked his alternator output and found out it was not alternating. Later Bill and Phil Vermillion put a new alternator in at Phil's place and it seems to be working fine. Will Theilmeier checked the suspension on his wife's BMW 3 series and Bob Moran did some work on his MGB.

Tom



Paul concludes that the electric cooling fan on Tom's Morgan is blowing the wrong way. Well switching that should help with cooling. Ya think? Now if we could just get to switching those wires.

But if I reverse these wires, I lose all that nice cool air blowin at my face



Roy's diagnosis: Sounds Like Hip-Hop to me! No wait, Maybe it's The Beach Boys! In any case, it's a strong British Rover heartbeat with a manifold leak.



Making A Scene High Atop Chimney Rock



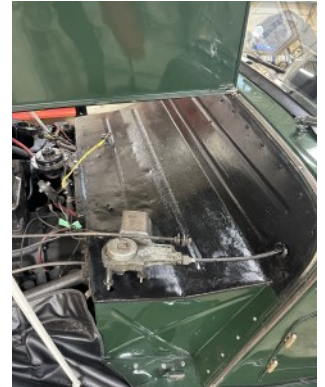
What We've Been Working On

From Mark Dawley

My neighbor machinist made these for our Jaguars so the '67 cam covers fit the later head that I got from Paul Novak. Think there would be any interest in a production run?



When I put the tool holder and the other components back, I used rubber washers to help seal the holes. In the rain, this area leaks onto my legs. While I have no grand vision of ever making an LBC watertight, I figured I could at least cut down on the leakage. The washers also raised the tool holder slightly off the shelf so water can better escape underneath.



It took a couple of days, but that area is now cleaned up, painted and sealed. One more Plus 4 project checked off the list.



From Paul Zimmerman

While work on the three-wheeler continues, I turned my attention to the Plus 4. The "shelf" at the back of the engine area, where the battery and tool well sit, was showing some light rust. So I removed the tool holder and the rubber mat underneath, which revealed a bit more surface rust. This area does get wet when it rains, so it was time for some maintenance.



I started by removing the surface rust with a rust dissolver and wire brushes. Then came the paint stripper to get back to as much bare metal as I could. A good cleaning with acetone and it was ready for paint. I used Eastwood Rust Encapsulator, as it's rated for this kind of project. I painted the tool holder with Rust-Oleum primer and then satin black.



Mad Dogs & English Cars

From Dr. Ted E. Bayer

Published first in "Southeastern British Motorcar Owners Club" Magazine 10/07/1988

There's Rorschach paintings in my drive, there's grease beneath my nails

My shop is full of junked out parts that all from England hail.

There lays a manual on the floor held open with a "spanner"

Of course, it says that your next step is "Reassemble in obvious manner."

A mechanical miscarriage floats aloof with jack stands underside

The body is full of Bondo, five or six last owners lied.

The top is four years old now and the windows look like sin

And the roof is far more holier than Jim Baker's ever been.

The tires are old and full of rot, I think there's air in one.

The wheels look rough with dark brown rust spokes hang precariously on.

The shocks were gone ten years ago; the brake pads always squeak.

The wiring harness (Lucas brand) was sorry at its peak.

The tranny with its "MOWOG" emblazoned on one side

Has more teeth laying in its pan than Colonel Sander fried.

The engine has its knocks and leaks and often over heats

And pulling it without a hoist belongs in Guinness's feats.

The paint is slightly oxidized but it has a redder hue
And blue and green and chocolate occasionally peak through.

But it's ENGLISH and it's beautiful ...occasionally a pain

But when it is right, it is oh-so-right in even snow or sleet or rain.

Last March my bride laid down the law "It's me or your British Pal!"

It was June before I did decide, and I sure do miss that gal.

With all its squeaks and rattles and all the things to fix

I'm proud to drive a Brit car, a "B", a Sprite, or a "6"

For once upon a time in a land not far away

A man could buy a real sports car... in time again we may.

New Member Spotlight

From Craig Stechman craig.stechman@gmail.com

I'm moving to Greenville (actually Liberty, South Carolina) in Sept with my 67 AH 3000 BJ8 and I look forward to meeting everyone. I'm coming from Myrtle Beach where I was a member of the Grand Strand Car Club.

Editor's Note: The FBCC looks forward to meeting you, Craig!



Tech Tip-The Zinc Files (as found on FBCCSC.ORG)

By Hap Waldrop

No matter which expert you talk to about our classic cars or what forum you visit, the reduction of the additive Zinc in our motor oils is a flaming hot topic. In the last few years, the government has required motor oil manufacturers to reduce or otherwise eliminate Zinc in our motor oils, so the old Castrol GTX for example you may have sworn on for many years may not be the same oil it used to be. Through research, the government found that Zinc reduced the overall life of the catalytic converters in our modern cars.

Now in our classic cars most of them are cam in the block, solid tappet or lifter engines and Zinc helps condition the metal of the cam lobes and solid lifters and makes for longer life. There's tons of information on the internet about this topic and many sites that discuss this into great detail, however you need to pay close attention to the date of the information, something written two years ago, or even as little as six months ago could no longer apply, as to recommended zinc enriched oils, as new government regulations are changing as we speak.

All of this is enough to totally confuse any classic car owner. Now don't worry. The oil companies and our government are not going to let us classic car owners destroy our engines. There are products and additives that are available for us to use. You are going to get plenty of suggestions from your fellow classic car owners as to what oil or additive they recommend. Some is good advice, and some, well not so much so. And the chances are that the kid at the counter of the parts store has no idea what you are talking about.

So you may ask, what's a classic car owner to do? Oil and oil additives containing Zinc have the ZDDP label on them, and already some oil companies have recognized our concerns and are making zinc enriched oil for older engines, so quite simply look for the ZDDP label on the oil or additive you purchase, if your oil doesn't have it, look for a brand that does.

Ok you may ask, what do you use? I've long been a big fan of Valvoline oils, so in my 1967 MGB GT I use Valvoline 20W50 ZR1 racing oil which does have Zinc and has the ZDDP label on the bottle considered, also now Castrol is making their old high zinc oil and again, and is a good choice, it is labeled

as Castrol GTX Classic 20/50.

Ok, now I'll reveal more about my theory about zinc in motor oil. I and many other engine builders feel the zinc enriched oil is a necessity for newly rebuilt engines for breaking in new cams and solid lifters. After break in, I suggest you continue to use these oils, and they are perfect oil for our solid tappet/lifter engines. 1200+ ppm (particles per million) is the number we are looking for. There are even more choices now, Lucas, Gibbs, Penn, and others.

The best advice I can give you from personal experience is to break in your new engine on a crude/fossil (non-synthetic) based oil that is zinc enriched or add a zinc additive to your oil for break in, remember to look for the ZDDP label. Then continue to use that oil after that at your regular oil change intervals

Welcome New Members

Pat & Nancy Walters

Greenville, SC 29615
1960 TR3A

Craig Stechman

Marion, SC 29571
'67 Austin Healey 3000 BJ8

Robert Bressler

Greer, SC 29651
1995 Rover Mini British Open Classic

Milledge & Susan Johnson

Easley, SC 29640
1973 Stag

Timothy & Katherine Hughes

Greenville, SC 29601
1955 MGTF

Russell & Dana Batson

Greenville, SC 29609
1974 Triumph TR6

Art & Mary Reifenstuhel

Anderson, SC 29625
1983 Morris Mini Cooper

Tech Tip-Those Flexible Brake Hoses

By Jud Chapin

Many of your cars are 50-75 years old and, I wouldn't be too surprised to find that, at least, some of the "wear items" are just as old. As some of you know, on the drive back from the overnighter to Marion, Virginia, just south of Mills Springs, the brakes on my MGA began to fail. The pedal went nearly to the floor. I could pump and get a bit better braking but I knew that wasn't going to last. Just north of Columbus on 108 I pulled in to a convenience store and, to my amazement, they had DOT 4 brake fluid on the shelf. I bought a bottle, topped up the master cylinder and made it home with pretty good brakes.

I did a cursory inspection and couldn't find where the fluid was going. On the next several drives I would have to top up the MC before the drive and refill it the next day. I was losing about a half of a MC on each drive but the brakes were working fine so long as I kept topping up the MC before each drive. Unfortunately, that was not sustainable as I was going bankrupt buying brake fluid.

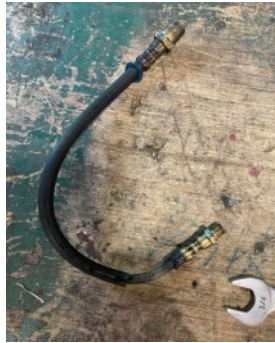
I couldn't see any obvious sign of leakage so I surmised, incorrectly as it turns out, that the culprit must be the clutch slave cylinder so I bought a new one (if anybody needs a new MGA clutch slave cylinder, please get in touch with me). Yup, as they say, always do the cheapest, easiest things first such as, in this case, putting the d@#n car on the lift and looking to see where it's leaking brake fluid.

After inspecting the rear wheel cylinders and finding no leakage, Peter (I'm really going to miss him) noticed a pretty good stream of brake fluid coming from the flex hose connecting the steel brake line to the T joint on the rear axle. Let's just say that hose had seen better days.

Well, miracle of miracles, it turns out that I had on hand not one but two MGA rear axle flexible brake hoses. I took the MGA out for a test drive this afternoon and the brakes are once again excellent.

AT THE RISK OF SOUNDING LIKE YOUR MOTHER, CHECK THOSE HOSES!!

Yours in *Safety Fast*:



New Additions To Your Stable

From Doug Hansen - 2001 MGF

I'm in the UK now... waiting on my TR4 to land in Southampton next week.

in the meantime, I'm playing with my 2001 MGF and plan to ship it home. It will be 25 this December.

It failed MOT yesterday... and needs a lot of work; not an issue to do myself, but not without my tools and a shop to work in.

So, it looks like I'm going to stock up on parts and do the work when I get it home.

At the moment, it just needs some suspension and wheel bearing work. But it's not easy work with it being mid-engine and hydrogas.

Triumph Restorations at www.1147cc.com



A Blast From The Past: It's The Nut Behind The Wheel

201 FBCC Memberships and Counting!

By Paul Novak

As Paul Zimmerman pointed out in this month's "President's Message", the total FBCC memberships now exceeded 200 households and as of today that number is 201! I joined the FBCC in 2022 and I started maintaining the FBCC Membership Directory in December 2023 when I volunteered to be the Membership Coordinator. I am still a relatively new member without much for FBCC historical membership records so I asked long time members David Benson (David and Julie joined the FBCC in 2014 and he is our Club Historian) and Tom Buto (Tom and Connie joined the FBCC in 1996 and they have held numerous club leadership positions) for their insights which include:

From David Benson:

"According to anecdotes from early members, a handful of people with an interest in British cars responded to a newspaper notice about a group forming. This was in the early 90's in the Anderson area, and the club has grown from there. It appears that we have been slowly increasing our membership until recent years when the numbers dramatically increased. Call it the "Paul" effect since the change seemed to coincide with you and Paul Z. joining the club!

Some of the new members are second club memberships for folks who maintain a primary membership in another club such as BCCWNC or SBMOC, and are the result of increased inter-cooperation with these clubs. I think a lot of new members, however, are joining because they heard about this amazing group of people who are very active in social events and enjoying their British cars. It's also a reflection of the changing demographics of the upstate in which people with the means and interest in this hobby are moving here from many other areas. I actually think we should name the lucky 200th member because people are going to ask who they are anyways. When the 1 millionth customer shops at a supermarket both the individual and the business get the publicity. Similarly, it is an accomplishment for the club but member's curiosity will lead them to ask who put us over the top. I don't think it would downplay this as a club milestone to name this person. David"

From Tom Buto:

"The oldest membership directory that I have is 2014. Back then we had 67 members. I have hard copies of directories from 2014 to 2020. We stopped publishing hard copies in 2020 I think. Tom Buto"

Year	Number Members
1994	Established
2010	52
2014	67
2018	81
2020	104
2021	114
2022	150
2023	146*
2024	161*
2025	189*
2026	201

I put together the following table from information obtained from long time members and some of my FBCC membership files. While I don't have information from the end of the calendar year for all years, I do show those years where I do have an accurate end of year count with an "*". On a typical month in 2026 we added 5 new memberships each month.

Name	Joined	Status
Jean Ashworth	1994	Lifetime Member
Mike Barefield	1995	Quarter Century Club Member
John & Diane Burton	1996	Quarter Century Club Member
Tom & Connie Buto	1996	Quarter Century Club, Garage Forman, Garage Safety Supervisor
Candace Phillips	1994	Quarter Century Club Member
David & Judy Read	1996	Quarter Century Club Member
Eddie & Raylene Saunders	1995	Quarter Century Club Member, Eddie 2026 BOD Advisor
Marty & Patti Shane	2002	Quarter Century Club Member#
John & Vickie Sharpe	2002	Quarter Century Club Member#, John 2025 BOD Advisor
Tim & Sandra Strickland	1994	Quarter Century Club Member

(Continued on page 13)

(Continued from page 12)

“*” Indicates official FBCC membership count as of 31 December of the year indicated.

What I find equally impressive is the number of long-term FBCC members and how many of them are still very active in club activities. Here is the list of our ten **“Quarter Century Club Members”** and one **“Lifetime Member”**.

Indicates 2027 inductee into the Quarter Century Club

The next time you see any of these Quarter Century Club Members, please remember to thank them for their many contributions over the years that helped make the FBCC the amazing club that it is today.

BTW, if you are wondering who the 200th FBCC member was, that name might be revealed during the **“200th Membership Celebration”** at the next FBCC Monthly Meeting to be held on Tuesday 9/8/26 at Kouzina. I have heard a rumor that a special dessert might be served to all in attendance. See you there!



Thanks to Wayne Telman

Links of the Month

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

From Wayne Telman:

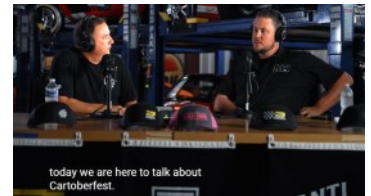
A very good YouTube video explaining the basic SU carb operation.



<https://youtu.be/i52rWE0yzts?si=jzec9SHicpaLG54V>

From David Benson:
Cartoberfest

<https://www.youtube.com/watch?v=6STbDMiJ8yE>



From Ryan Owens:
Tyrrells Classic Workshop - Jaguar's XJ13

youtube.com/watch?is=BBevtcgE3wFGhz1F&v=PHx9SH5rTYc&feature=youtu.be



The Road Racers

<https://www.youtube.com/watch?v=0gxMGO5Btm0>



No Regrets On Youth Spent Playing With Sports Cars

By James Theodore (aka Dr. Ted)

I ran across a picture of my FIRST Porsche 914 recently. It didn't look like the picture when I bought it in because it was green. No, not that pretty Zambezi Green... the ICKY poo putrid green. It was 1983 and I saw it sitting at Burgin motors in Greenville, SC and I knew I had to have it. I didn't have the money and 3 trips negotiating with the sales guy and it was mine... and a loan was mine as well. I had been dreaming of a 914 ever since 1972 in high school. The story below is true... I swear on a stack of Porsche Panoramas.

I brought the car home and called a friend of mine to come see it and go for a ride. When he walked up the driveway to the car, he had a funny look on his face. "Shure is green ...ain't it!" I told him my plans for a candy apple red paint job one day but... but ...but it was a PORSCHE 914! " I am the luckiest guy in the world!"



My 1st 914 repainted red because I hated that green

So we took it for a quick 10 minute spin. When he opened the door and started to plop down in the seat, I said "Wait... push your comb deep in your pocket so you don't damage those beautiful waffle seats." I did not know what "waffle" was but I assumed some kind of expensive Mediterranean

pleather... and that it was made close to where they made Corinthian Leather Ricardo Montalban was always talking about on commercials... and I didn't know what that was neither. He grinned.

I started and it caught first try. We belted up and as I reversed down the drive and into the street, I cut the steering wheel and the center hub of the steering wheel popped off in my lap. While I scrambled trying to fix it, he smiled. The drive began as we wound down a favorite road I used for testing cars. At one spot, I hit a little bump... a really small bump and the rear view mirror popped off the windshield and on to the floor. He laughed out loud at that.

We continued our drive and I began going faster, shifting quickly... it felt great! And then I went to down shift from 4th to 3rd and the shift knob said no. I pushed and pulled and it was like an evil knight was trying to remove the sword from the stone... and I was not worthy. It was stuck in 4th gear. Now my friend was laughing like a clown in a dunk tank.

You know... stuck in 1st or 2nd, it will get you home... very slowly. Stuck in 4th? ... call a tow truck. I did and that little trip took us 3 hours and cost me a \$90 tow. You would think a horrible experience like that ... and I would never want another. Right? Well, I have owned 127 cars in my life... and 6 of them were Porsche 914s. Six of them... so far.



My second 914 atop Paris Mtn.

What We're Working On?

And you thought we just did cars!

Is Eddie Saunders about to take flight? Stay Tuned!



WE DO LOVE TO DRIVE 'EM - Especially When Food Is Involved!



First Fridays August 7 Drive to Silos Brewing Co. in Easley, SC



Fourth Saturday August 22 Drive to PF Meat Co. Butchery & Market in Pendleton, SC.

Secret Word:
"Bagsy"

Slang for
Calling Shotgun

FBCC VP Chuck Gee is All Into Triumph Racing

Group 2a	Vintage Historic 4
Triumph TR4A IRS	Car #612



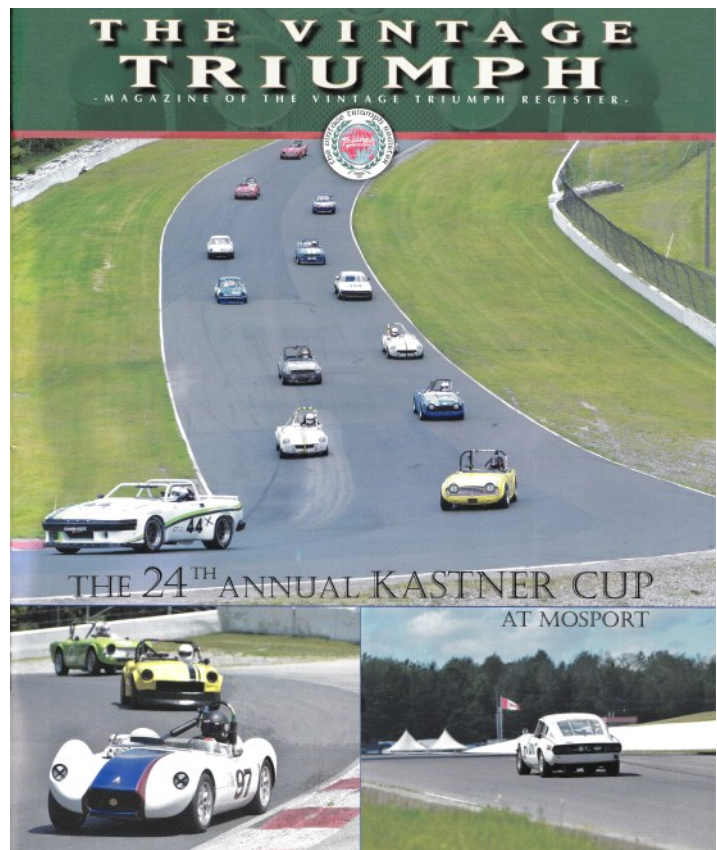
Year of Car	1967
Top Speed	200km/h / 124mph
Horsepower	170
RPM	6500
Engine cc	2200
Cylinders	4
Weight	930kg / 2050lb




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**



***Yup. that blue TR4, is our VP Chuck Gee!
And there's more inside this issue.***

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 - **Reduced to \$4,000**

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:

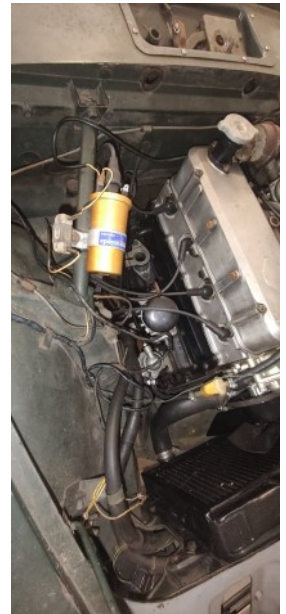
Series IV rolling chassis, wire wheels, Includes hood and trunk lid. Rusty, but useable parts

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 - MGA Parts

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

Contact David Mathias dmath@mac.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 marty631@gmail.com



Wanted - TR3A Parts

After a low speed accident this morning, "No one was hurt", caused by the other driver turning left across my path I find myself in need of a front right "passenger side" fender, a bumper and wide a mouth grille.



Let me know if you have or know of any parts available, thanks. John Burton johnkbrit@yahoo.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 brettloopier@bellsouth.net



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 - 1980 MGB Make Offer

Contact

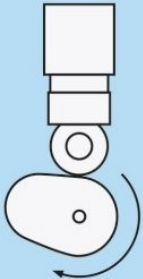
David Read

864-276-4623



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



www.1147cc.com

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/>