



THE OPEN BONNET

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



MONTHLY MEETING

Tuesday Oct.13

UK - OMG

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

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President's Message

By Paul Zimmerman

I'm writing this on the plane heading back from England after slightly more than two weeks there. The trip started, of course, with our UK Motorcar Tour, and there is more about that later in *The Open Bonnet*. Suffice it to say, a good time was had by all!



Click for video

I stayed longer because the Morgan Three-Wheeler Club's Annual General Meeting (AGM) started just three days after our trip ended. How could I not stick around for that? And I'm glad I did. I met people I previously only knew through email, made lots of new friends, took a lot of photos of three wheelers for reference on mine, and bought some parts at the spares fair.

The highlight of the weekend for me was my first ride in a three-wheeler. It was a romping ride through the English countryside to a riverside pub. What could be better than that? How about my first driving lesson in one!

I rode with Steve Finch in his Super Sports, and when we got back to the hotel, he gave me a driving lesson in it. I tooled around the parking lot in first gear, being coached by Steve, and thoroughly loved it! These things are a LOT of fun!

I also enjoyed the camaraderie of being around fellow Morgan Three-Wheeler enthusiasts and, overall, fellow British car enthusiasts. While, of course, the emphasis was on Morgan trikes, most of them also owned Morgan cars, and some also owned vintage British motorcycles. It reminded me greatly of our club. Lots of great stories about our vehicles, fixing them up, the one that got away, and our first one. It just shows that no matter where you are, a love of British vehicles is a unifying force, no matter what one's background.

October is upon us, and, of course, that means fall is here! With fall comes a lot more activities, particularly drives. Our calendar is full, so check out the website and watch those Google emails. I'm sure Jud will do his annual fall leaf drive, and that is not one to be missed.

There is our October meeting, Jud's croquet tournament, Carl's rally, and our second cruise-in at Victoria Valley Vineyard. This time of year in the

Carolinas is a great one to get out and drive our LBCs, so come join us.

While I enjoyed my time in England, I'm looking forward to picking back up with my FBCC family. See you at an activity soon!

Happy Fall Motoring!

Welcome New Members

Joel Lavender

Travelers Rest, SC 29690
1961 Jaguar XKE Roadster

Brian & Heather Wheeler

Simpsonville, SC 29681
1967 MG BGT

John & Susan Hatch

Greenville, SC 29615
1969 MGB, 1936 Standard Model 9,
1933 MGJ2

Jim & Laurie Williams

Greenville, SC 29605
Can we talk them into one?

Felix & Maximilian Geissler

Greenville, SC 29611
1993 Alfa Romeo Spider, 2019 Fiat Spider

Marc Skye

Greenville, SC 29601
2020 Jaguar I-Pace

On The Cover

Twenty "Yanks" made it across the pond to the first FBCC UK invasion and country tour. If you want to hear more from these travelers, please come to the Kouzina Restaurant on October 13 when you will learn first-hand how things were over there where our LBCs, fish-n-chips, and a farmer's pint originated.



FOOTHILLS BRITISH CAR CLUB

October 8 - Fish & Chips Night



Registration: [Click Here](#)

October 10 - Fall Croquet



[Details Here](#)

October 13 - Meet At Kouzina Stories & Tales From The UK



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



[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



Location TBD. Watch your Google Group Emails

October 24, 2026

Victoria Valley Vineyard



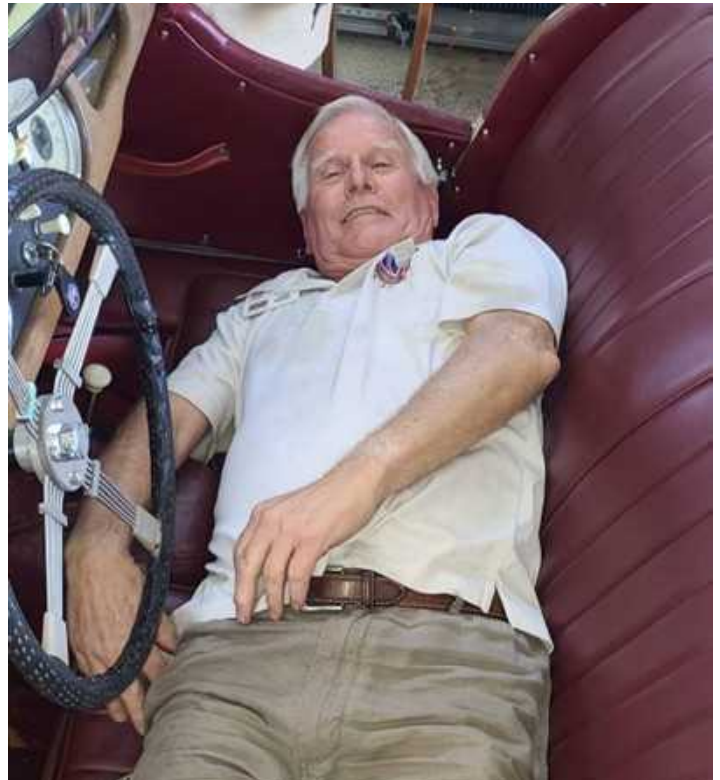
[Details Here](#)

November 6, 2026

**First Friday at either Silos or
Southern Weaving Food Hall**



**Jack's Place Is A Great
Hang-Out Spot—Unless
You Get Caught Nappin'**



Geeez! Can't a guy get a few minutes of rest around here? Apparently not! Sparky found Bill's voltage stabilizer strapped to the steering column and suggested that since the fuel gauge worked, that wasn't likely the reason for the temp gauge not working. SAY WHAT?



Once Ryan Owen found a socket big enough for his car, the oil change was a snap!

Jukebox Junction Drive — Chasing Sunshine & Curves

By Tom Buto

It was one of those days when you look outside and think, “Yep... this is a top-down kind of day!” So we fired up the cars and headed for Jukebox Junction in Canton.



You might call it a pre-leaf-peeping expedition. The mountains were just beginning to show a little color as we crossed the Blue Ridge Parkway, giving us a sneak preview of what’s coming.

Somewhere around Rosman, the radio crackled with a reminder that I had promised sunshine. Apparently, someone was keeping track. □

At that particular moment, however, the sky was full of thick clouds and there was even a little mist on the windshield. Not exactly the sunshine I had advertised!

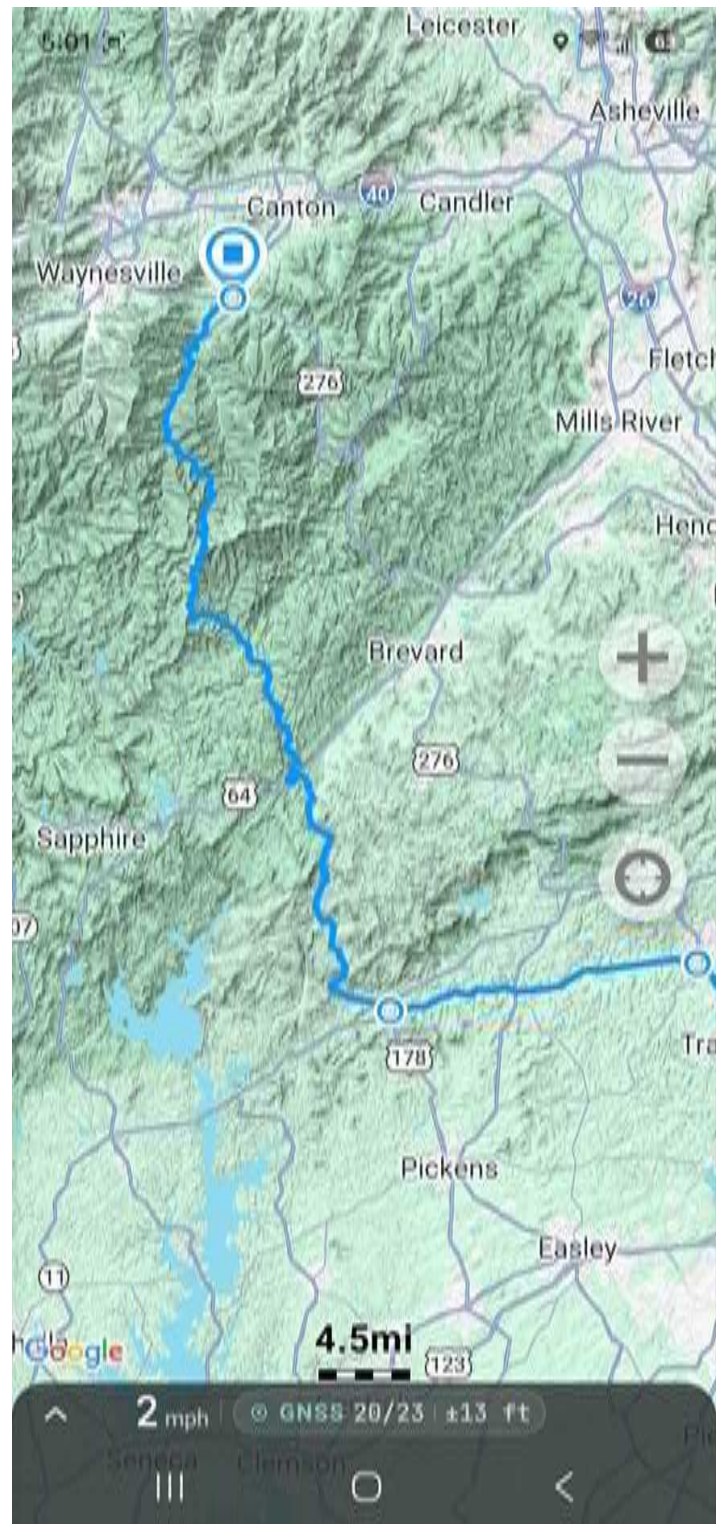
But all was forgiven when we turned onto Hwy 215. Right on cue, the sun came out, the clouds disappeared, and before we knew it, we were cruising beneath a bright blue sky on some of the best twisty roads around.



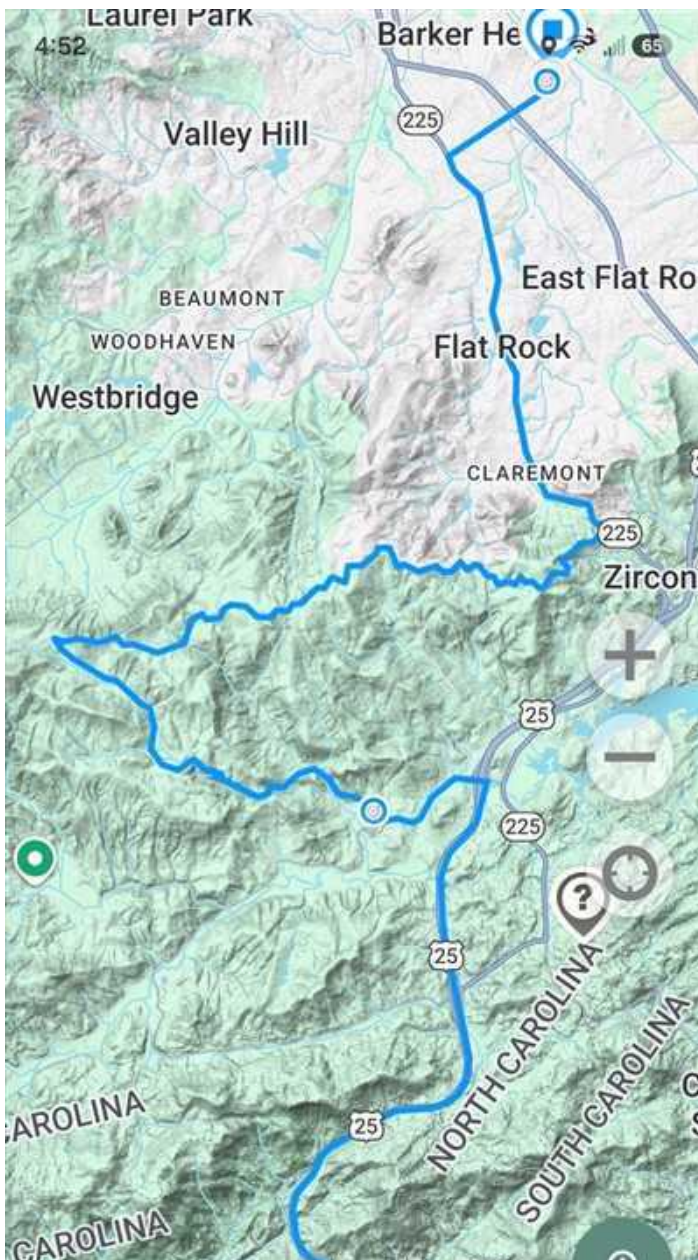
Good friends, great cars, sunshine, mountain roads, and the legendary milkshakes at Jukebox Junction — pretty hard to beat!

Let’s do it again when the leaves are at their brightest!

Until then... keep the top down and the tires pointed toward the mountains!



WE LOVE TO DRIVE 'EM



Tom Buto knows that if you are going to enjoy the drive, you should try the long way to your destination. This was certainly true for the rather circuitous route he chose to get our caravan of adventurers to the Western North Carolina Air Museum. Nothing beats the combination of Airplanes AND A Fun Drive to get there! Thanks Tom.



Tom Buto led a number of members on a delightful drive to the Western North Carolina Air Museum near Hendersonville where we were provided an informative review of many early flying machines.



UK Tour Pictures and Tales from 22 Fellow Car Enthusiasts - More At Kouzina 10/13/2026



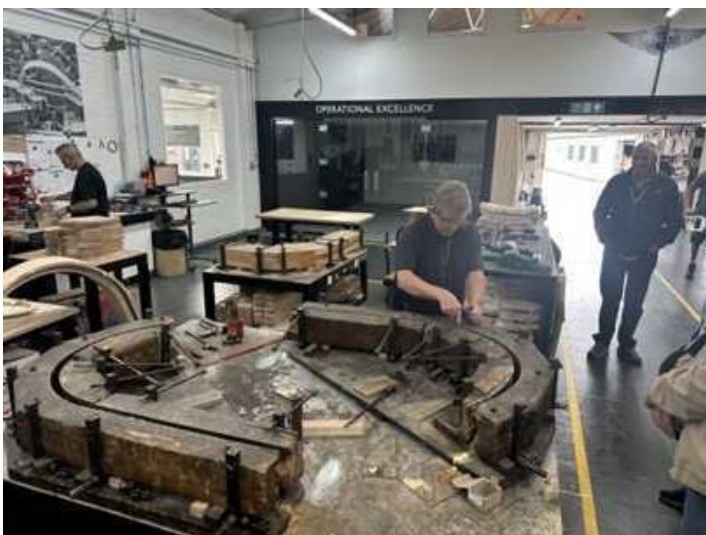
Everyone in front of a Bentley Blower at the Duke of London Bentley Dealership. We tried to convince them to let us drive it but no luck.



One of several dinners together. This time the Lygon Arms in the Cotswolds. They put us in a private room because we were "a bit loud"!



The start of our tour at the National Motor Museum at Beaulieu.



The 80+ year old presses at Morgan Motor Company used to form the wood for the rear wings. They would have formed the wings on most of our member's Morgan Cars.



Just a few of the many cars for sale at Classic Motor Hub in the Cotswolds. We were tempted!



Chuck Gee takes a 2026 Morgan Plus 4 out for a spin and realizes there is life beyond Triumph.



A row of \$10M worth of C type Jaguars competing that weekend!



Gerald Petter holds up his daughter Michelle Simpson after a round of beer.



Some of memorabilia at the Cotswolds Motor Museum. It was as much fun as the cars.

UK Tour - The FBCC Heads Across The Pond

By Paul Zimmerman

During the weekend of September 12 and 13, twenty-two FBCC, BCCWNC, and MOGSouth members flew into London to start a 10-day romp through the English countryside covering all things British motoring.

We began in London, with most of us arriving on Saturday, the day before the tour. Sixteen of us were on the same plane from Charlotte, and after cramming ourselves and our luggage into a 16-seater van, we journeyed to our hotel near Buckingham Palace. We arrived a day early to help with jet lag, and after storing our luggage with the hotel, headed for the nearest pub. The first and most important order of business was to get Jud's approval on British beer, and thankfully, that was quickly accomplished. I know we all made a good dent in their supply of it during our trip.

After our first Monday in London, we headed for the Cotswolds, where our hotel was the Lygon Arms. Quintessentially British, and parts of it are very old. There are all kinds of nooks and crannies to explore and gather in for our typical FBCC-style spirited conversation. With great weather, we were outside on the patio a lot, and I'm sure those inside were grateful, as we easily hit typical FBCC group conversation decibel levels.

Our first Cotswolds stop was in Malvern, which has been the home of the Morgan Motor Company since it started in 1909. Pickersleigh Road has been the location of the factory since 1919, and that is where we went. After being split into two groups, one toured the factory with our guide, "Cousin Nick and other group got to drive new ones." Morgan cars are largely still made the same way, which is by hand and by humans. Not a robot to be seen. They even use the same large wooden presses to form the wooden frames for the wings that they have used for the last 80 years. It was remarkable to think they formed the wings on my Morgan back when it was made at the same location.

Everyone who wanted to was able to do a driving tour of a brand-new Morgan Plus 4. Those who did not drive were passengers. The lead car had a Morgan factory person, and they led us through the countryside around Malvern for a nice drive. To say the cars are amazing is an understatement. In the

afternoon, we switched, and the first driving group toured the factory while the other group did the drive. There was an extra car on the second trip, and yours truly snuck into it for an extra drive. But don't tell anyone!

The next day, we went to the quaint town of Burton-on-the-Water. The Cotswolds Motoring Museum is there, and while not large, it is chock-full of wonderful British vintage cars and memorabilia. Time afterward was spent walking around the town and enjoying yet another pub lunch with extensive beer tasting.

Afterward, we went to a nearby location that had many vintage cars for sale. But not new ones! We saw Bentleys, Bugattis, Lotuses, Rileys, and so many other cars. Sadly, none of them would fit in the overhead bin, so we didn't bring any home.

The next day, we headed south for our first day at the Goodwood Revival. Most everyone got into the spirit and dressed in appropriate vintage clothing. Glad we did, because it's safe to say most of the other attendees did the same, and we all felt right at home.

I would simply say you can read about the Goodwood Revival, watch videos on it, but nothing will ever prepare you for this singular experience that is all things vintage British motoring. Not only the cars, but also the vendors, the carnival, the airplanes, and everything else celebrates that '50s and '60s era of British motoring. The highlight is the racing. This is not puttering around a track; this is full-throttle, wide-open racing to win and got the Chuck Gee stamp of approval! An amazing array of cars in various races flew around and sometimes off the track. The noise, the smell, and the action were incredible.

On Saturday, we took a break from Goodwood to visit the grounds of Beaulieu. Home to the Montagu family, it has extensive gardens and grounds, their home, and the remains of an abbey. The highlight, of course, is the Motoring Museum, with its extensive collection of incredible cars.

After another full day at Goodwood and a proper Sunday roast dinner with more beer, on Monday we headed back to London with a detour to the British Motor Museum. It not only features yet another incredible collection of cars, it tells the timeline story of the history of cars in England. A very well-laid-out and informative museum.

We then headed back to London for one last dinner together and to confirm that, indeed, British beer is excellent.

UK TOUR - Continued

The trip was a great journey through the world of British motoring. From museums and collections to watching it all come to life at the Goodwood Revival. A great trip in its own right, but made even better by sharing it with so many friends with the same passion. All returned home with lighter hearts and heavier suitcases.

It's happening again in 2027, so start picking out your Goodwood outfit!



September 10: Bill Bowen arranged a pre-auction visit to Richmond Auctions where he wondered what it would take to mount this anti-aircraft gun to his MGB?

And Other Goings On In The Busy FBCC World



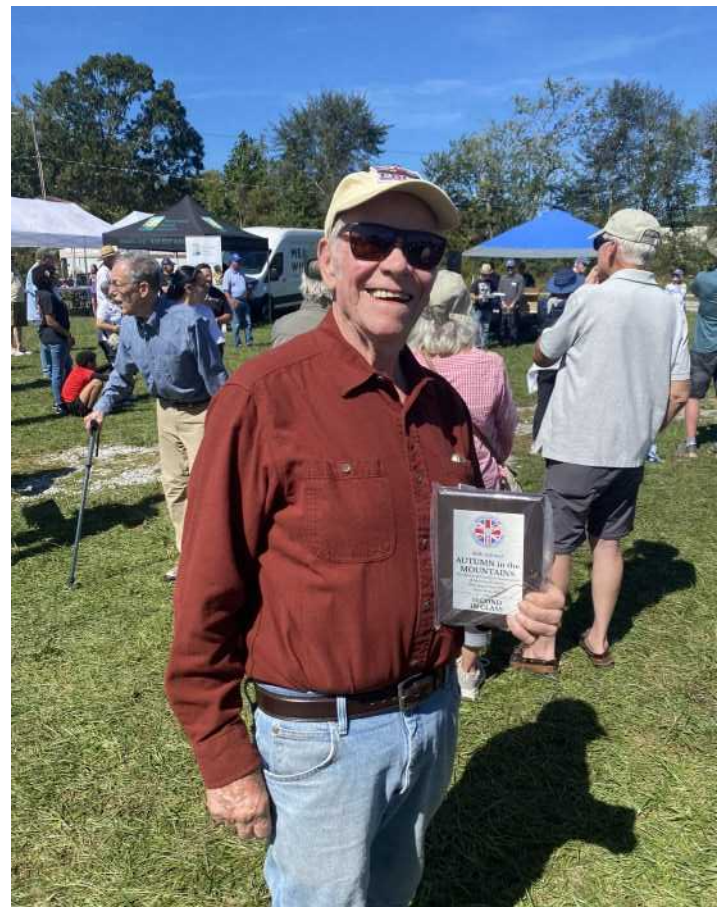
Here's my last stop in Switzerland. Unfortunately the hotel was closed.

(Insert Goldfinger theme song)

Douglas Hansen



BCCWNC AITM Car Show Pictures



BCCWNC AITM Car Show Pictures



BCCWNC AITM Car Show Pictures



Jay Kovak's Sept. 26 AITM Black & Whites



2026 Autumn In The Mountains Awards

From David Mathias

Southeast Car Festival in Hiawassee, GA

From Frances Telman

Bruce Swift (MGTC, Gerald Medford (MGBGT), Wayne Telman (TR3A) - Best In Class

Autumn in the Mountains 2026 Award Recipients

Class	First Place	Second Place
Aston Martin	1 Bruce Miller 1964 DB4	2 Nicholas Richards 2010 DB9 Volante
Austin-Healey	11 Grady Wilson 1967 3000	14 John Burton 1954 100-4
Jaguar Classic	36 Sean McDonald 1953 XK120 FHC	37 Mike Green 1954 XK120 DHC
Jaguar XK/XXR/XXB	51 Jerry Cohen 2005 XKR	57 Kevin Sweeney 2005 XKR
Jaguar F-Type	73 Andrew Baillie 2014 F-Type	74 Stephen Crisham 2016 F-Type R
Jaguar Other Modern	91 Charles Cook 2007 X Sport Wagon	92 Zac Nettles 1990 XJS
Land Rover	114 Jay Parmar 1965 Series IIA 88	111 James Clayton 1966 Series IIA 88
MG - MGB	133 Brian Wheeler 1967 MGB-GT	132 Dan Holland 1967 MGB Roadster
MG Other	151 David Mathias 1957 MGA Coupe	161 Stanley Stone 1957 MGA Roadster
Mini Classic	173 Tom Near 1969 Countryman	171 Laura Schnabel 1974 Cooper 1275 GT
Mini Modern	195 Sarita LaFlamme 2019 Hardtop JCW	191 David Mathias 2003 Hardtop JCW
Sunbeam	212 Joel Martin 1966 Tiger	215 Richard Fritz 1963 Alpine
Triumph TR4/TR250	234 Gene Rayle 1964 TR4	237 Alan Salvatore 1968 TR250
Triumph TR6	252 Craig Dozoris 1973 TR6	256 Jeff Gross 1976 TR6
Triumph Spitfire	275 Scott & Sonja Thoms 1972 Spitfire	271 Dennis Bromley 1979 Spitfire
Triumph Other	291 David Brooks 1970 Vitesse Convertible	294 Jack Wheeler 1960 TR3A
Spridget	313 Phil Proffitt 1966 Austin-Healey Sprite	315 Ryan Owens 1969 Austin-Healey Arkley SS
Other British	321 Zach Merrill 1949 Morris Minor Tourer	331 Ken Klug 1964 Morgan Plus 4
Porsche	349 Robert & Brenda Brewster 1964 356C	350 Jim Moore 1993 964
German	372 Chris Cundall 1958 BMW Isetta	378 Lori Thoms 1967 Volkswagen Squareback
Italian	395 Dale Whitney 1964 Alfa Romeo Giulietta	394 Angela & Ron Steis 2015 California T
Other European	413 John & Barbara Rigby 1947 Citroen Traction Avant	414 John Fryday 1973 Citroen SM
Tribute	431 Denise Evans MG TD Replica	432 Dominic Padula Austin-Healey Austin
Motorcycle	444 Michael Lopeman 1972 Royal Enfield	447 Christopher Gilman 1970 Moto Guzzi 750 Ambassador
Best in Show	1 Bruce Miller 1964 Aston Martin DB4	
President's Award	372 Chris Cundall 1958 BMW Isetta	
Spectators' Choice	173 Tom Near 1969 Mini Countryman	



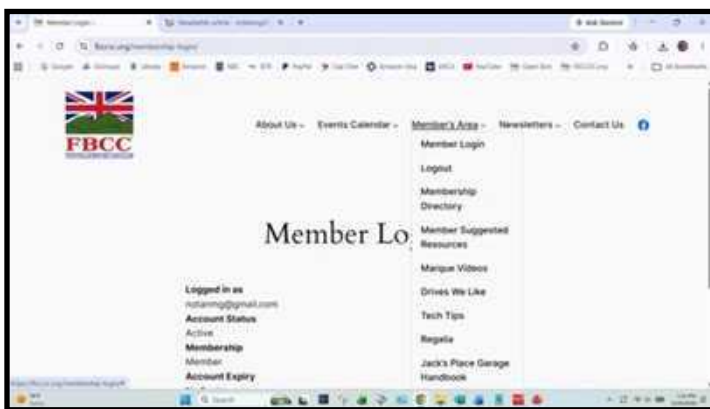
Secret Word:
"Kerfuffle"

Slang for
In a fuss

FBCC Newsletter Library

By David Benson

As a member of FBCC you have access to a wealth of resources to maintain and enjoy your little British car. In addition to presentations on automotive topics at our monthly meetings, we conduct regular and by appointment sessions in our own dedicated Jack's Legacy Garage. Drives and destination events are frequently featured on our calendar and there is always something new popping up.



Our Open Bonnet newsletter is the envy of many clubs in the region, featuring upcoming events, tech articles, want ads and photos of past gatherings. The value is not only in the current issue, however, as there is an immense amount of information to be found in the back catalog. You may not have looked through past years very much but there is an amazing amount of technical and historical information to be found there. These can be found on our web site after you log in as a member.

Take a few minutes and leaf through back issues and many surprises await. The origination story of John Burton's Austin Healey 100-4 can be found in the January 2008 issue, with a follow up recounting of a parts bonanza in the February 2020 issue. A great recap of Mike Barefield and Tom Buto racing in SCCA H production at Road Atlanta can be found in the March 2009 issue. An in-depth story about Roy Ivey's restoration of his 1960 Turner Sports MK1 is in the February 2015 issue, with a follow-up in the January 2026 issue when he sold the car to the son of the original restorer. It's like the script of a Hollywood movie. Roy has been a prolific author and contributed many articles to the Open Bonnet.

We are fortunate to have several very prominent names in automotive circles as members of FBCC and contributors to the newsletter. Zach Merrill has written many articles for us including a fascinating tale of a trip to Jupiter! ...Florida, that is, in a quest for Sunbeam Tiger certification for a V8 masterpiece he rebuilt. You can find this tale in the June 2012 issue. Zach has also contributed in-depth technical articles such as his multi-part foray into Lucas electronics that concludes with the February 2021 issue. Hap Waldrop is renowned as a racer and engine builder, and shares some wisdom in the June 2020 issue on engine disassembly. Eddie Saunders relates a hilarious story of how his MGA auction find in Maryland turned up in Missouri.

Some of our FBCC members enjoyed a recent trip to England, including the Goodwood Festival, but it's not the first venture for folks to this historic site. John Tuleibitz recalled his attendance there in a recollection from the October 2007 issue. Locally we have found all sorts of reasons to get together and enjoy each other's company. Did you know that we used to have valve cover races, chili cookoffs, and omelet parties?

General interest stories abound, such as a short history of the car radio in the September 2020 issue. Car show results, trip photos and garage sessions are featured regularly through many issues. And where else could you find the excellent musings of Jud Chapin's poems? Give it a try!

What We've Been Working On

From Eddie Saunders

You asked for pictures on what we are working on, well it is car related, about 250 pieces. Just like your model ships, little screws so tiny I had to use a magnifying glass, talk about shaky hands trying to hold them in place.



DIY Four-Wheel Alignment

If you've recently rebuilt your front suspension, steering rack or independent rear suspension, then the wheel alignment should be checked and adjusted if needed.

It's also a very good check to make if you have recently purchased a classic car as no one knows what the previous owner might have done!

The principle of do-it-yourself four-wheel alignment is identical to that used in any alignment shop, but without the fancy lasers and computer readouts. It's also very cost effective and, of course, the method used before lasers and computers were invented.

Correct alignment maximizes tire life, and optimizes the handling & predictability of the car especially through corners.

There are four elements that need to be correctly aligned are:

- Ensure that the steering rack is centralized and that the indicator self-canceling mechanism is in the correct place.
- Check the castor
- Set the camber
- Set the correct toe-in

The order is important as changes to the castor and camber affect the toe-in. The alignment figures for a specific car make and model are given the workshop manual.

What's needed to complete this full alignment?

- Two lengths of 1 inch rigid plastic pipe about a foot wider than the width of the car
- Nylon fishing line
- 4x lead weights (between 2 and 4oz is ideal)
- 4x axle stands which can be adjusted to the same height
- Some old tiles or pieces of plywood
- A length of 4 to 6 inch width wood and a protractor.
- Some thick plastic.
- A piece of rope

Adjust the tire pressures so that they meet the manufacturer's specification. If you have changed the tire and / or wheel size, I suggest consulting www.tiresize.com to check the appropriate new pressure.

Place your car in the middle of the garage so that you can easily move around all 4 sides. Mark on the floor where the tires are in contact with the floor.

Remove the car and check that the 4 spots where the wheels touch the floor are level using a spirit level. Any low spots can be corrected using the tiles or plywood. Once satisfied that these areas are level, place 2 layers of plastic sheet over the tile / plywood / ground at the front of the car and carefully drive the car onto these level areas. The purpose of the plastic-on-plastic surface is to reduce the resistance to changing the steering direction when the car is stationary.

If you have re-bushed the steering rack or replaced the tie rod ends, the first step is to ensure that the steering wheel is in the correct position when the rack is centered.

Step 1: Centralize the Steering. Mark the top of the steering wheel with a piece of tape, and check the number of turns to go full lock in one direction to full lock in the other direction. Then move back the steering to half the number of turns, hopefully the piece of tape will still be at the top.

If not, remove the steering wheel and replace it so your mark is at the top. First check that the indicator self-canceling mechanism is in the correct position, if not, you will also need to loosen the joint between the steering column and the steering rack / box and turn the steering column so that the canceling mechanism is correctly aligned. See Figure 1.

Tighten everything up and check once again that the steering wheel mark is at the top when the rack is in the center and that the indicators cancel correctly.



Figure 1 - Indicator Cancellation Cam

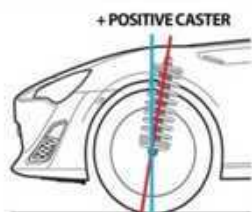


Figure 2 - Positive Camber

Step 2: Castor Checking, many older cars do not offer any castor adjustment, but it's worth doing a very basic check to confirm the suspension is not bent. LBCs typically use positive castor, Figure 2, to maintain stability at high speeds and smooth exits from corners. The castor angle can be found in the car's workshop manual.

The castor angle is calculated as follows:

(Continued on page 18)

(Continued from page 17)

$$\text{Caster (deg)} = (180 / 3.1415) * [(\text{camber1} - \text{camber2}) / (\text{turnangle1} - \text{turnangle2})]$$

This can be simplified to: turn the wheels +/- 20 degrees from straight ahead and measure the camber at each extreme (see next section on how to measure camber)

To achieve this, it's a good idea to create a wooden template as shown in Figure 3:



Figure 3 - Castor Alignment Template

Align the parallel sides of the template with the car wheel but 6-8 inches away from it. Turn the wheels until the front road wheel is visually parallel with the 20° side and measure the camber for both 20 degree right and left turns – see Figure 4. Repeat for the other side. The thick plastic sheet under the front tires (I used the plastic to prevent weeds under paved paths) allows the front wheels to be turned directly by hand +/- 20 degrees.

For a +/- 20 degree steering change, this equation simplifies to:

Caster Angle = 1.43 x difference in camber between the two readings on the same wheel.

Check these figures with those given in your car's workshop manual.

Recenter the Steering Wheel and secure it in this position using the rope (old style exterior door handles make this easy).



Figure 4 - Adjusting front wheel to +20 degrees

Step 3 – Set the Camber

The Camber angle is a measurement of the centerline of your wheel / tire relative to the road surface; positive and negative camber are defined in Figure 5.

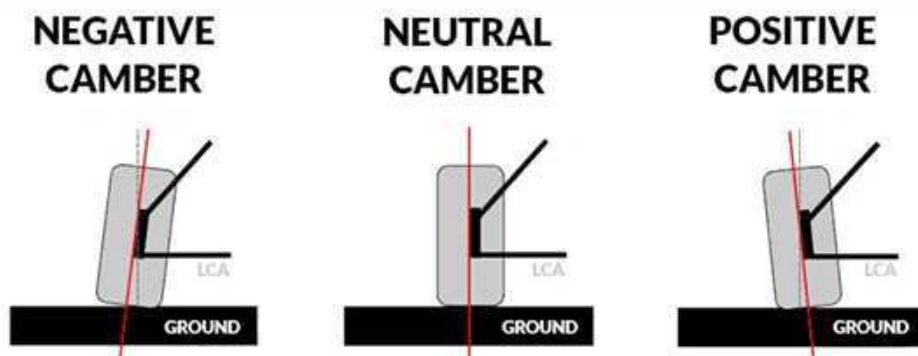


Figure 5 - Positive & Negative Camber

LBCs usually have positive camber on the front wheels and neutral to negative at the rear for cars with independent rear suspension.

Traditionally camber was calculated by measuring the distance between the top and bottom of the wheel rim using a plumb bob string hung from the garage ceiling and then doing some trigonometry. Today, this can be done using a mobile phone with an

(Continued on page 19)



(Continued from page 18)

inclinometer app or an inexpensive camber bubble meter as shown in the photo.

To ensure a correct reading, it is necessary to measure vertically across the rim of the wheel. Cut a length of square section steel tube so that it touches both rim edges but not the tires. A piece of wood could be used also, but the steel was to hand. See Figure 6.

The workshop manual for your car should tell you how to change the camber angle should this prove necessary.

Step 4 – Adjust the Toe-In

Adjust the toe in at the front and the rear for cars with Independent Rear Suspension.

The toe-in determines where the wheels are pointed when the car is moving in a straight line. Toe-in on rear wheel drive cars aids travelling in a straight line and reduces steering wander due to road surface imperfections (bumps, pot holes, painted white lines etc). Toe-in is usually quoted and measured in fractions of an inch at the rim of the wheels as it's a very small angle so difficult to measure directly.

The best way to do this in the home workshop is as follows:

Take two pieces of rigid plastic pipe that are at least a foot wider than your car and cut a slot perpendicular to the pipes 1 to 2 inches from one end. Put the pipes next to each other and place an old hacksaw blade or similar in the slots you just created as in Figure 7:

Make a second perpendicular cut to both pipes at the same time, so that the distance between the slots on each pipe is the same.

Put the 4 axle stands at the corners of the car and place the pipes on the stands some 3~4 inches away from and parallel by eye (absolute accuracy not required) to the front or rear bumpers – see Figure 8.

The next step is to add the lead weights to the fishing line and place the line in the pipe slot at the front of the car and then string it through the rear slot at the back of the car and add the same weight at the far end. The weights tension the fishing line to keep it taut and straight along its length. Do the same on the other side of the car.

Adjust the height of the axle stands to be the same on all four corners such that the fishing line crosses close to, but above the center of the hub (this minimizes any parallax issues when taking subsequent measurements).

We have now created a box around the car, but in order to make the correct measurements and adjustments it is essential that this box is centered on the center line of the car. This is achieved as follows:

Remove any hub caps, centers or grease caps from the wheels such that the front and rear stub axle ends can be seen.

Measure the distance from the stub axle to the fishing line using a rule – I prefer to use centimeters just because they are easier to add and subtract compared with fractions of an inch.

Make the distance between the stub axles on the front wheels the same value on each side by nudging the position of the pipe on the axle stands (it doesn't matter what that value is as long as they are the same). See Figure 9 – the fishing line was made red for easy viewing.

Do the same for the rear, again make the distance the same on both sides of the car. Note that the distances are unlikely to be the same as the front as most cars have different front and rear wheels track widths.

Check the front axle alignment again as this may have moved slightly due to changes at the rear.



*Figure 6 -
Measuring the
Camber*



Figure 7 - Preparing the front and rear pipes



Figure 8 - Alignment of the Front Pipe



*Figure 9 - Adjusting
the Box position*

(Continued on page 20)



(Continued from page 19)

We have now created a rectangular box around the vehicle, the middle of which is aligned with the center line of the car.

The toe in can now be adjusted to the manufacturer's specification by adjusting the tie rod ends such that the difference between the front and rear edges of the wheel at axle height meets the specification. This must be done equally on both sides of the car, otherwise the steering wheel will no longer be central when going straight.

If the car has independent rear suspension, then the rear toe-in may also be adjusted per the workshop manual.

If your car is old enough to have originally bias ply or cross ply tires, but you now use radial tires, it is common to halve the toe-in specified as modern radial tires naturally run straighter.

Although this sounds like a complex process, it's actually quite easy once you've done it and as I mentioned in opening, this is exactly the same process that is now done with lasers and math.

Last step before a test drive is to untie the steering wheel .

The handling of my car was noticeable improved after rebuilding both front and rear suspensions (I gave my Triumph a few short drives to let the new bushes to settle in and to check the suspension bolt torque settings, before doing this alignment) especially on the bendy damp roads we often have in the Blue Ridge Mountains.

David Brooks – BCCWNC, FBCC, VTR – August 2026



*Figure 10 - Ready to
Adjust Toe-In
at Front & Rear*



Links of the Month

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

From Mark Dawley:

The Insane Engineering of the World's Fastest Car

<https://www.youtube.com/watch?v=xkXvL8YCtIE>



From Scott McCombe:

The British Car Quicker Than a Porsche - TR5

<https://www.facebook.com/reel/1217045206105160>



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=izec9SHicpaLG54V>

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>





FBCC Monthly Meeting Minutes 09-08-2026

Thanks to Nigel Brooks

Attendees: 41 were counted present.

(Last names only): Benson (2), Blakely (2), Bowen, Brooks, Chapin, Fowler, Gee, Gilman, Jaggard, Jakubek, Jenkinson, Klug (2), Larson, Looper (4), Moran, Novak, Orlowski, Owens, Petter, Saunders (2), Scharwachter (2), Sharpe (2), Smith, Stefanik, Styer, Thorton, Waldrop (2), Zimmerman, Wheeler, Hatch (2).

LBC: 69 MGB, 67 MGBGT, Jaguar Type F, MGA, Jaguar XJ12, Jaguar XJS, 61 Morgan, MGB.

Location: Kouzina's, Greenville, SC.

Opening Statements:

Paul Z. opened the meeting at 6:30 PM.

Paul Novak indicated that we are now at over 200 members, and that in celebration of that event, there is a cake for those in attendance tonight. He also recognized some of the recent quarter century members, the John & Vickie Sharpe and John & Diane Burton. Election of club officers will be in November, with a few of the 9 positions opening up. If interested in a position please get with Paul Novak.



New members present were John & Susan Hatch (MG's) and Eric Larson (Spitfire). Visiting was Brian Wheeler (MGBGT).

Pete went over the financials, with a quarterly spend of about \$1700 (\$555 for insurance, and about \$1000 for the upcoming Christmas party).

Dave Benson mentioned that the club now has a celebrity within our midst. Chuck Gee is in the current VTR magazine with a write-up on his recent racing in Canada. He had the best lap time for the TR4 class. Details of Chucks racing is on the club website. Rumor has it that he is trying out for Dancing with The Stars TV show.

Upcoming events are (as usual, see the FBCC website for full details):

Friday is the trip to England for a tour of car museums, factories, racing facilities and pubs.

WNC air museum, in Hendersonville, NC September 30.

WNC British Car Club show, September 26.

Pre-auction tour by Bill Bower, September 10. This will

be for car paraphernalia, such as signs, posters, etc.

Croquet tournament on October 10. Jud indicated that he still needs one more croque player to fill out the roster for the tournament.

Chuck Gee's first annual swap meet, October 3rd at the Marrietta First Baptist Church, 9 AM to 2 PM. Bring all your car junk.

Oxbow fish & chip dinner, on October 8. This event is now filled at 35 spots.

The club car rally, starting in Travelers Rest and ending in Victoria Vinyard, October 24th.

Program:

Chris Gilman gave a presentation on the evolution of the Porsche Cayenne SUV. Chris was active in racing MG Midgets early in his career. His dad had a 1960 Porsche 356 S90 sport car, thus his love of Porsches. He managed the US rollout of the first Porsche non-sport car in their history. He started with Porsche in 1978 and then went to PCNA (Porsche Cars North America) in 1985, with positions in service, sales, product development and marketing.

Porsche was started as a consultancy in 1931, and built the prototype VW in 1937. Fernando Porsche didn't actually like the VW, but he used many parts for the VW for his sports cars. The 356, 924 and 944 all have a significant number of VW parts. The Porsche 911 is called a Porsche in the US, but in the rest of the world it is a VW Porsche. With the downturn in the car industry in the 90's, Porsche came out with the Boxster in 1996 at \$39,900, to stay competitive. They decided in the late 90's to get into the non-sports car SUV market, to compete with BMW and Mercedes.

Porsche started the Cayenne project in 1999, with a prototype built in 2000. Porsche was going to put a 6-speed manual transmission in the Cayenne, but when Chris saw that, he told them that that would not fly in the USA. They subsequently put an automatic transmission in the car. Chris also had them change from button controls to a touch screen system. Porsche's goal was to make the best SUV on the road, with off-road capabilities a top priority. The Cayenne was actually tested in Alaska for off road testing. In 2003 the first 35 Cayenne's were air lifted to the US via an Antonov AN-124 transport plane. The cars were tested in Birmingham, AL at the Barber Motorsport Park, and from there it was launched and introduced to the US market. Porsche will be coming out with an all-electric version in 2027.

50/50: Eddie Saunders won \$56. Susan Sharpe won an artist pencil set.

Paul Z. closed the meeting at 7:45.

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: TR3A & TR4

I am submitting this ad on behalf of Roy Owens who submitted the following to our FBCC website.

The link with pictures is actually to my Google Drive as the pictures he sent me were too large for one email. There is also a link to a YouTube video showing the TR3 that is interesting. I do not know this guy nor have I talked with him except by email.

If you are interested, give him a call or email him.

Tom Buto

Message Body:

Name: ROY Owens

Phone: [9376235772](tel:9376235772)

Email: royalowens@aol.com

Message: Hi,

My name is Roy Owens, I'm located near Youngsville, NC. I have 2 Triumphs that I'm looking to sell, and was wondering if you could pass my details on to your members or other interested parties. I'd like them to go to a British car enthusiast that will enjoy them and maintain them.

1. 1962 TR3B restored with hardtop and some safety upgrades. It's a fun car to drive and gets a lot of attention at shows.

Triumph TR3 Police Car Restoration

2. 1965 TR4A Retro mod. New custom RATCO frame, rebuilt 3.9 Rover motor (~200hp, 40 pounds lighter than the original motor, twice the HP) rebuilt Borg Warner transmission. All new or rebuilt running gear. Needs paint and assembly. I have ~95% of parts to finish, all the engineering and hard work has been done. This will be a fun car to drive and a real head turner.

Can work package deal.

If there is any interest, I can be contacted at [\(937\) 623-5772](tel:9376235772) / Royalowens@aol.com for full details, I'll answer any questions and I have a lift so you can inspect the cars in detail. Have extra parts as well.

Thank you,

Roy Owens

Roy Owens TR3 and TR4 - Google Drive



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.





For Sale: This 1948 MG TC is a gem! \$21,500

Here is the ad for my friend's 1948 MG TC that I mentioned to you Sat. at Jack's Place. I have driven the car as well. It is located at Affinity Imports, Salem, Oregon. Inquiries (503)508-0139 John Hatch :

I am sending this information in for John Hatch and car owner Jerry Becker. I have done some work on this 1948 MG TC, and the owner has decided that it is time to sell.

The car is British Racing Green with a tan interior. It has a very nice interior and a matching top. The paint has a good shine. As you get closer you can see a few chips and cracks and some dark spots, but overall it is a beautiful car and shows well.

The engine has had a new coil, and points installed. It does have an issue that the oil drain plug (brass) is difficult and has been rounded off in the past. But on a good note, the oiling system has been upgraded to a spin on oil filter system. The car starts right up and runs excellently! The transmission shifts

well, and the car drives nicely. It has nice tires and the wheels seem to be true and solid. All the lights and signals work as well. The car has 67414 miles on it.

Asking \$21,500 OBO.

Troy Walker, auto mechanic and owner of Affinity Imports LLC 503-302-5222



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 martys631@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 - 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

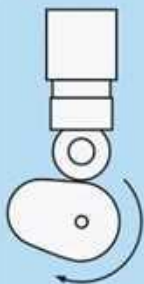
David Read

864-276-4623



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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.

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"



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(864) 958-1640 gasracinginc@gmail.com

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The Open Bonnet

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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/>

A Safety Reminder! Shoes & Glasses at Jack's Place!

- 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 for first time members.

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/>