President’s Message

It's July and things are going by faster than Hap in a souped up MG with Pat right behind him.

You have got to sign up for Euro and buy merchandise or Tom Buto will think nobody loves him. See page 9.

Our Annual picnic will be happening August 17th. Be sure to mark your calenders. See the ad on page 8.

In our July meeting, please sign up, let us know how many in your family will be attending, and what food item you want to bring and share. (First ones to sign get first choice) Items to consider are a side dish ( potato salad, baked beans, slaw and so forth), appetizer or desert.

Our Picnic Function will cover soft drinks, ice, hamburgers, brats, table cloths, plates, cups, eating utensils, pickles, catsup, mustard, salt and pepper.

Our location has a great white sandy beach. Let me know if you are interested in kayaks. I will bring mine over to the beach. Bring a volley ball and challenge our group to play. Bring a pair of comfortable walking shoes and walk off our picnic lunch (there is a two mile paved walk around a section of our cove. The shelter has electric ceiling fans plus outlets. There are also water facets as well.

Bring your LBC, swim suit, adult beverage and be ready for a great old fashion summer picnic.

Place Keowee Key Picnic Shelter.

Time: Arrive by 12 noon and we will plan on eating at 1 PM. Rest of the day just enjoy yourself being with friends.

Want to never have a flat tire again? Read Zach Merrill's facinating article of 2600 miles with no air in his tires! There are Tweels in your future. See page 2.

Forbes sent in some great pictures from the Great Scot All British Car Show. See Page 5.

See you at Fatz on the 9th. Tom Buto has a Dennis Gage professional film of last years Euro. See Page 9.

Bill
Tweelin’ in a Traveller
How I drove 2600 miles with no air in my tires!

Submitted by: Zach Merrill

Curtis Armstrong’s character in the 1983 Tom Cruise movie Risky Business left an indelible impression on my generation. Remember the cocky teen Miles chiding Joel for his conservatively lame, parents-are-out-of-town partying ambitions? Per Miles, “Sometimes, you just gotta say, What the (Heck).” Most of us remember just how that ultimately worked out for them, but the adventure of getting to that point was some kinda ride! Ignoring better judgment can sometimes have its rewards, if you get away with it.

With the spirit of Miles whispering in my ear, I dreamed up a scheme to put a set of prototype Michelin Tweels on my 1955 Morris Minor Traveller and drive it on the 2013 Hot Rod Power Tour. What’s a Tweel, you ask? “Tweel” is a brilliant Michelin invention that is essentially an airless radial tire. Michelin has thus far commercialized only one Tweel application, the “Michelin X® TWEEL® SSL” for off-highway construction equipment (skid steer loaders), but more Tweel applications are coming soon, and passenger car Tweels are in the prototype stage. Tweels for passenger cars are not considered a business priority right now since there is so much other interest for other specialty applications on which being able to avoid flat tires is a huge deal. That said, don’t expect to see passenger car Tweels on the market anytime in the near future, but isn’t it cool to know the technology is out there?

It just so happens that I work in the Tweel Technologies group at Michelin (I really do have a cool job!), and I knew there was a prototype in existence that could be made to fit onto my intrepid little Morris woodie wagon. So what if the size is about an inch too small in diameter and the Tweel in question was made for a somewhat lighter weight vehicle? I was “smure” I could make a set of them work… but, I need to be perfectly honest here, I did not really know for sure that I could make them work on the Morris. I had never actually driven this car on Tweels. How could I have? Such had never been done, but I do know the car well (I did build the thing, after all), and I knew the characteristics of this particular little Tweel design, so I was actually only “pretty sure” I could make it work. With some persistent persuasion, I convinced the right person in authority that putting those Tweels on my car and driving the car on the entire Power Tour “long haul” would be a good thing for Michelin. (Maybe I should seek a job in sales, huh?) In the interest of full disclosure, it was my friend Elijah Williams who really is a great salesman who did most of the convincing. Also, I was pretty sure I could be successful on Power Tour because I would have other friends on the Tour who would have my back if a need arose. I knew there would be people who would be there helping me succeed… assuming, of course, that I did not screw up beyond redemption. In fact, I ultimately persuaded Tim Rhyne, the engineer who actually invented the Tweel, to come along Continued
on the Power Tour driving his wonderful LS-2 powered ’65 C-10, and as a bonus, Tim brought along his long-suffering wife Donna to provide some proper adult supervision for the group. Elijah also went along driving the official Michelin Honda CR-Z Tweel demonstration car. I knew I would be well supported!

The pitch we made to Michelin upper management was that it would be very advantageous for the grassroots enthusiast community to see firsthand that the Tweel really and truly does work... and work quite well indeed as a matter of fact! Since my little Traveller has long proved itself to be something of an eye catching vehicle with remarkably universal appeal, putting Tweels on the car would almost certainly assure Michelin of getting the Tweel concept noticed. So what was risky about that? Plenty…but perhaps most significant was the fact that I was putting an early version of prototype technology in a very public venue in which any foul up would be highly visible and quickly become the talk of the industry. Further, the Tweel I was using was something of a misapplication for the specific design, so the Tweels would not be seen in any sort of optimized circumstance. No pressure…Hey, the little Morris is a perfectly good 1955 British car, and I am a reasonably competent driver and also a pretty resourceful guy. The drive is only going to be about 3000 miles, and there will only be a few thousand people with cameras watching at any given time. What could possibly go wrong? Trust me… I’ve got this…

It has long been noted that it appears that God looks after little children and fools. Well, I’m obviously no child (in the chronological sense anyway), but I can personally validate that at least the second half of that old maxim is indeed true. Of all the things that might have gone wrong, damn little actually did. Despite making innumerable wrong turns while attempting to navigate the “scenic route” using printed directions (admittedly, I have a laughably bad sense of direction), and despite Mother Nature (Mother that she is) trying diligently to baptize my hydrophobic wooden bodied car, the little car and its little Tweels just kept right on rolling. In the course of the 2700 mile round trip over some horribly rough roads, through traffic jams in scorching southern heat, and in the deluges of early June rainfall, I did have to briefly break out the tool roll a couple of times, but it was only “minor” (Morris Minor) inconvenience, and it served to keep me humble about my abilities. Hey, just consider this; because the “tire” diameter was an inch smaller than the tire size the Traveller is geared for, running with the traffic on the open road necessitated hour after hour with the tach needle aimed at the 4300 mark. Periodically, traffic would snarl while 3000 or so over-cammed hot rods haplessly tried to turn left at some small town intersection. On those occasions, the patient little Morris would move forward about six feet at a time while the three-mile traffic jam lurched its way through small town America. In a sick sort of way, it was all great fun, but in very real terms, the 2013 Power Tour was a true test of both man and machine…and the Tweels they rolled on.

So how was the ride really? Honestly, the old Morris wagon (which has lots of modifications from its 1955 specification) is actually pretty darn comfortable. The Tweels ride like normal pneumatic radial tires, but since they are airless, there is no possibility of a flat. I overheard someone on the Power Tour talking about a carpenter’s truck that had inadvertently dropped a box of nails onto the road. Apparently several of the PT cars picked up these nails. I’m betting these folks would have thought airless tires sounded like a pretty darn good idea! Contrary to the Internet misinformation you may have heard, Tweels make no noise and neither do they “vibrate at high speed” or any other such Internet-rumored foolishness. Lateral firmness is significantly higher than a comparable pneumatic tire, so the handling is remarkably responsive, and because the contact patch shape is so nearly perfect all the time, the grip is phenomenal!

My 26-year-old daughter Allison rode shotgun ostensibly to serve as my “social media” expert and navigator. Combining the Continued
two of us and a Garmin, we collectively comprised nearly half of a whole sense of direction…but the missing half (the half that should have contained the directional common sense) was obviously a very important part and its absence was sorely missed. Allison, tweeted and instagrammed (Is that a word? My spell check doesn’t seem the think so…) She also talked frequently to our know-it-all information guru Siri about directions, and all the while, Allison kept up stimulating conversation, and employing her artistic eye, she also took photos of passing vistas, PT cars, and various other items of interest. However, much like at age 13 when she decided dear old dad was not cool enough to hang with, she soon met younger, cooler new friends and went off in search of the BBD (Bigger Better Deal). (“BBD” is a reference from Hard Bodies; another movie from the 80s which left an indelible impression on my youthful psyche…). What can I say? I suppose a good looking young guy in a very cool 1954 Kaiser Darrin trumps the old man in a Morris Minor. Go figure… I suppose also that I should praise her youthful make-the-most-of-it spirit and take pride in her resourcefulness in actually finding the BBD… but somehow it was parenting déjà vu all over again. After all, I know it was her vacation time, and she was simply making the most of the life experience… and she was certainly attending diligently with the “social” part of why I asked her to accompany me. Social media, my dear; that’s what I said… Social media…and, yeah, alright, there is a small point of pride here. At least my little girl inherited some of my “good taste” in cars. I have to admire a girl who recognizes the not-to-be-missed opportunity to ride in an ultra-rare, one year only, 1954 Kaiser Darrin convertible American sports car. Like father… sorta like daughter.

Yeah, I got it, the old man is not very cool, but undeniably the little Traveller on Tweels was! In fact, the Morris was something of a rock star! The car attracted massive amounts of attention. At this point, it must certainly be one of the most photographed Morris Minors of all time. There was a crowd of people around the car at every stop. There was even one person literally hanging out of his car window at speed on the Interstate taking pictures of the little car and the Tweels! I am not making this up. Whenever I pulled into a gas station or a rest area to use the facilities, I would inevitably be barraged with questions almost as soon as I got out of the car. (Note to self: assume there will be personal delays/detainments and do not wait until the last minute to stop for a restroom)… Something about the car and the Tweels just lit up people’s imagination. On day three of the tour, Hot Rod magazine posted photos and a story about the car on their website. Mothers spotlighted the car and the Tweels on three different days in their Internet coverage of the event. Photos were constantly being snapped, and the car and the Tweels were a frequently overheard topic of conversation. Take note here; at any given venue, there were about 4500 cool cars on the grounds. Getting noticed in this crowd was something of a feat! I think it safe to say, however, that I was right in thinking I could attract attention for Michelin’s Tweels if I went on the Power Tour with Tweels on the Morris. After I got home, I fired up Google looking for Internet hits indicating Tweels on the Power Tour, and I was rewarded with the discovery of pages of hits!

I guess young Miles was right. “Sometimes you just gotta say, What the (Heck)…” When lady luck favors you with a break or two, ignoring better judgment really can have its rewards! (Allison, this message is not for you my dear…) Continued
“Arlington, Texarkana, Little Rock, Memphis, Birmingham, Chattanooga, Charleston…I’ve been everywhere on Tweels man; It’s the newest thing on wheels man…It’s the coolest deal man…I’ve been everywhere….”

I guess it just doesn’t quite have the ring of the Hank Snow/Johnny Cash original, does it? Yeah…OK, I’ll keep working on it.

P.S. If you would care to know more about the technical aspects of how this car is able to take these long drives with such apparent ease, there is a YouTube discussion of the car at: [http://www.youtube.com/watch?v=cN83sEo-Y3I&feature=email](http://www.youtube.com/watch?v=cN83sEo-Y3I&feature=email)
or just google “Morris Minor Master Engine conversion”
Also for pictures of the entire tour:

[http://powertour.net/04_community_05_tour_2013/04_community_05_tour_2013_00_June5.html](http://powertour.net/04_community_05_tour_2013/04_community_05_tour_2013_00_June5.html)

Keep Calm and Tweel On,
Zach

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**Great Scot All British Car Show**

Submitted by: Forbes Kayhart

This year's **Great Scot All British Car Show** took place on May 25th and was organized by the Southeastern British Motor Car Owners Club. As usual, the weather was cooperative and the Furman University venue provided a pleasant setting for the cars. Only the necessity of driving over the curb proved inconvenient for a couple of vehicles with low ground clearance.

Though Austin-Healey was the featured marque, a lineup of a dozen or so Sunbeam Alpines & Tigers was by far the most impressive display. See the pictures on pages 6 and 7.

**FBCC's representation** included the following (my apology to anyone I may have overlooked):

- Bill Baird, 1967 MGB
- John Burton, 1954 Austin-Healey (1st in class)
- Judson Chapin, 1953 MGTD
- Don Davenport, 1961 Austin-Healey 3000
- Morris Greene, TR6 (3rd in class)
- Roy Ivey, 1961 Turner 950 Sport (3rd in class)
- W. Forbes Kayhart, 1985 TVR 280i
- Ed Leese, 1979 MG Midget (1st in class)
- Larry Ruggiero, 1972 MGB (3rd in class)
- Paul Ziemer, 1953 MGTD (1st in class)

**Some notable show entries:**

- 1935 Morgan Super Sports (3 wheeler)
- 1959 Ford Anglia Squire
- 1961 Turner 950 Sport
- 1973 Reliant Scimitar GTE
- 1985 TVR 280i
We will have our Annual Summer Picnic at Keowee Key on August 17th.

Our picnic will be at Keowee Key's picnic shelter. Each couple is requested to indicate a covered dish that they will bring. You may call Bill Palmer 864.944.1182 or e-mail wmp@charter.net. Adjacent to the picnic shelter is a restroom. So you can change into beach gear if you want to kayak, swim, volleyball, boat riding. Don't forget a couple of folding chairs and your own adult beverages. The club will provide plates, cups, utensils, hot dogs, hamburgers and brats. **The gate will open at 11:30.** See you there!

Bill and Carolyn

**Directions:** Take 123 into Seneca. North on 130 on East side of Lake Keowee, 8.8 miles. Follow 130 right at Wells Fargo. 2.1 miles. Enter right onto road to the North Gate, (see the picture to the left). Left lane at the gate house. They will have your name. Immediate left onto North Flagship. (See map) Watch for signs to Leisure Trail/Picnic Shelter. Turn onto Plainsail Ct. on the right 0.6 mi.

The gate at the end of Plainsail will be open. Park your LBC on the lawn near the shelter.
Celebration of the European Automobile

**18th Annual EURO Auto Festival - October 18 & 19, 2013**

EURO is a premiere European car show that has been featured in numerous magazines over the years and recently Dennis Gage, host of “My Classic Car” aired on the Speed Channel. Dennis was the keynote speaker at last year’s Euro Auto Festival. He brought his film crew with him and made an excellent video on Euro which has been shown on Speed. None other than our own Barry Harms helped set the stage for the video in an interview by Dennis. If you have not already seen this video, **our July 9th meeting** is your opportunity to do so. Don’t miss it. It is a great tribute to everyone who participates in setting up and running the show.

**Go to the FBCC web page and order your Euro Merchandise:**
[http://www.fbccsc.org](http://www.fbccsc.org)

This year the featured marque is Ferrari. We are limiting registration to the first 400 cars and all European automobiles are welcome to participate. The regional Ferrari club and the Mercedes Benz club have made this year’s EURO Auto Festival their regional club event.

On Friday, October 18th, we feature driving up-country wine tours as well as free technical sessions covering everything from detailing to fuel and tires. On Saturday, the car show will be held on the beautiful grounds of BMW Manufacturing in Greer followed by an awards banquet that evening at The Embassy Suites, our host hotel. Our guest speaker is Corky Coker from Vintage Tires.

**Go to our home page** [http://euroautofestival.com/](http://euroautofestival.com/) **to read more about EURO.**

**On line Registration is open at**
Good Deal on Handling Equipment

Tom Troy has some excess handling equipment for sale.
RRNA-XT-2 Race Ramps and 2 matching wheel cribs - 10 inch lift. Super light, each piece supports 1500 lbs. $300 for the set.

Set of four foot jack wheel dollies. Allows 360 degree rotation of car, easy to roll project to corner of garage. Each supports 1250 lbs. $220 for the set.

Set of four steel caster dollies. $50 for the set.

Tom Troy
(864)-985-1096 cttroy@bellsouth.net

1975 Triumph TR-6

The car is red on black. The paint is several years old but it's polyurethane and needs no wax. The car is 95% original. Exhaust is stainless. Wheel covers are stainless. Electronic ignition. Green radiator hoses are new. Factory overdrive, Most every thing's new or replaced _ Robbins top. dash Sun visors,carpet, seat rebuilt down to frame, many other cosmetics. Original tonneau and boot covers. Drive train rebuilt 58000 miles ago. New battery with cut off switch. Brake rebuild, and master cylinder, New drums, and front suspension and rear springs. The car has been garaged since paint job and longer. Its been reliable and fun transportation for 30 years, you can see it in Clemson.

$18,000 or best offer. Serious buyers only

Jim Bridges 864-710-6281 jimbridges80@gmail.com
1980 MGB
$4500

I have a 1980 MGB Limited that I want to sell. I drive it daily and want to find someone that will truly know how to take good care of the car. Engine overhauled and a new clutch.

Please contact Doug Webster at 864-787-5557 or doug.webster@cbre.com if you want more information.

1976 MG Midget

1976 Tahiti blue MG midget for sale. The body is in good shape and the car runs fine. The top is a little bit worn. Asking $2200. If interested, please contact Allen Hellenga 864-617-0448 or email: afhellenga@gmail.com

Austin Healey Bugeye Sprite

I am looking for a 1959/1960 Austin Healey Bugeye Sprite and thought maybe someone in your club might know where I could find one….Elizabeth King Simpsonville, S C  - 864/963-4927 - lynnlnliz@frontier.com

1950's Jaguar XK

Can I ask if any of your members could possibly give me a lead on anyone they might know who has a Jaguar XK from the 1950's that they want to sell. My sons and I are looking for one that needs a bit of TLC to restore. Ken Renfrew, Huntersville, NC 705 641 7487 ken.renfrew@zenpure.com
July Meeting
Tuesday July 11th
Dinner - 6:00pm
Meeting - 7:00pm

FATZ Cafe
5051 Calhoun Memorial Hwy,
Easley, SC

Sign up for Euro Today!!
See page 9