



*smoke in the wires*

Aug. '23

# From the President

Bill Weeks

## Bitten by a Bug(eye)

My love of cars began at a very early age. It was British cars that would influence me the most.

In the late fifties and very early sixties, I grew up in a house on Northwest 39th Street Expressway in Oklahoma City. My front yard was Route 66. My dad routinely worked on cars that would break down on that section of Route 66 in a garage on the property. At some point, he ended up with a Bugeye Sprite parked around back of the shop. I can remember playing in the car as a child, thinking I was a race car driver.

Fast forward just a few years and my next experience with a Brit car happened on vacation with my parents in Mississippi in the mid-sixties. We were helping a cousin push a car out of his garage and my foot got caught and run over by . . . a Bugeye.

Entering my mid-teens, British cars were not what kids from Oklahoma were looking to drive. No, we wanted Detroit muscle cars, the more horsepower the better. We weren't looking for cornering ability, we wanted red light to red light speed. You know, from something like a 1956 Volkswagen Beetle. Yep, nothin' like the throaty roar of fuel pouring through a Solex carburetor powering the explosive 36-horsepower engine.

Through high school, I went through a plethora of cars; a '61 Ford Falcon, and a '63 Pontiac F85 with the venerable BPO 215 cubic-inch engine

that went on to power many generations of Landies [*and the Triumph TR8, among others-Ed.*].

My final year of high school, you know, where parents usually buy their kids a car? Well, Dad was a little different. He said he would co-sign on a vehicle of my choice. Now at 17, I found a '67 Corvette for \$1700, a '69 Mustang GT 500 for \$1900 and a '70 Mustang Boss 302 for \$2000.

Pops said "No, too fast," and since he was a Buick man, I ended up with a 1970 Buick Skylark GS 455.

Yep, 375 horsepower right from the factory. But it was a Buick.

A year later, in 1973, I joined the Marines and my first duty station was Okinawa. I couldn't fathom being stuck on that island for 13 months without

wheels so I started looking for a used car. This was the land of 240Zs and they were everywhere. But I wanted something unique and I found it. A 1968 Triumph GT6. The only one on the island according to the Triumph dealer. It was a great car and would give those 240Zs a run for their money. I hated selling that car when I left as I was forever hooked on British cars.

Back stateside, over the years, I've owned MGAs, MGBs, Midgets, Spitfires, a TR4A, and a Jensen Healey. I keep telling myself that this was all because a 5-year-old was bitten by a bug. A Bugeye to be more exact. Cheers, drive them like they were meant to be driven.

*Bill Weeks is the president of PBCA.*



## PBCA Club Officers

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Member at Large	<b>Tom Schmitz</b>
Member at Large/ Parliamentarian	<b>Taber Tompkins</b>
Member at Large	<b>Fred Veenschoten</b>

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**Michael King** (also known as "Ed.")

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Membership in PBCA is open to anyone with an interest in classic or modern British cars, and dues are only \$20 per year. To join, visit [www.pbca1.com](http://www.pbca1.com).

## Activities Calendar

**August 19, 2023**

**SABCC Cars, Coffee, and Conversation**, ending at Derailed Diner (I-10, Ala. exit 53) for brunch at 11:00. The group will start at Spanish Fort at 9:30 and drive through north Baldwin County. Look for more details in an upcoming email.

**August 21, 2023**

**Monthly Club Meeting**, The Hangar, Milton, eat at 6:00 p.m., meet at 7:00.

## August 2023

SUN	MO	TUE	WE	TH	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
						<b>SABCC Lunch</b>
20	21	22	23	24	25	26
	<b>Club Meeting</b>					
27	28	29	30	31		

# Tight Connections

## Club and Member News

### Velocity Restorations Tour

To quote **Keith Sanders**, who organized the July 11 tour of Velocity Restorations, “Many of you are unaware that we have a major restoration facility right here in the Pensacola area.”

**Ed.** knew about [Velocity Restorations](#), and has passed their facility on Quintette Road many times, but I was not prepared for the breadth and scope of their operations.



The classic Ford Bronco, Velocity's signature model.



As the tour started, **Eddie Toenes** saw something interesting.

The company started in 2006 with one Ford Bronco, restored in a single-car garage. That car led to requests from other Bronco owners, and now, Velocity offers four models: Broncos, F-250 pickups, Chevrolet K-series Blazers, and Mustang GT fastbacks. International Scouts will join the lineup by 2025.



What would a car restoration business be without a boneyard?

Calling these vehicles “restorations” vastly understates the work that is done. In a fourteen-week process, the donor vehicle is completely disassembled and rebuilt from the ground up. In the case of the Broncos, only the original frame is re-used — and a new carbon-steel frame is an option. The drivetrain is a Ford Coyote motor mated to a ten-speed transmission. Not surprisingly, the prices reflect this level of perfection, with Broncos starting north of \$200,000.

Jared del Toro was our host for the tour, and he was gracious and welcoming, even providing us with some Velocity “swag” at the end of the visit. We urged them to consider a Land Rover line, and he said that is under consideration!



Top, Chevy Blazer; bottom, Bronco interior.

## Tri-Club Pig Roast

photos courtesy *Donna and Noel Eagleson, Tom Renick, and Ron Wolverton*

The 30th annual Tri-Club Pig Roast, hosted by **Tom Schmitz** at his home on Soldier Creek, was another smashing success, with some 80 attendees. Despite the turnout, everyone had all they wanted to eat and leftovers were plentiful.

**Tom Matsoukas** was dealing with the aftereffects of a spider bite [no word if it was radioactive, giving him superpowers-Ed.], but Tom S. arranged for boat rides in his absence, giving attendees a nice break from the afternoon heat. *Ed.* will let the photos tell the rest of the story, each being worth at least 1,000 words.



Top, guests on the poolside patio; bottom, a boat ride on Solder Creek.

Top and bottom, inside views; middle, **Bill Weeks** (L) talks with **Fred Veenschoten**.

## Mardi Gras MGs – a Vital, Vibrant Part of the British Car Scene

*story by Richard Bishop  
photos courtesy the author*

Hello to our “Sister” British Car Clubs, SABCC and PBCA from the Mardi Gras MGs (MGMG). I thought that I would take this opportunity to tell you a little bit about your fellow Brit neighbor in Sweet Home Alabama.

Did you know that there is a dedicated group of British car enthusiasts on the Eastern Shore of Mobile Bay? Our club members own such classic marques as MG, Triumph, Jaguar, Austin Healey, Mini Cooper, Land Rover, Sunbeam, Morgan, and others.



*June 24, 2023 club meeting at Fairhope Yacht Club.*

MGMG is a small British car club centered in Fairhope, Alabama and got their start in 1995. The founding meeting was held at the home of **Stewart and Shirley Reisinger** on Wednesday, December 20, 1995 in Daphne, AL. Stewart acted as the initial chairman. The six founding members were in attendance: Bob Mason, Sue Mason, Stewart Reisinger, Shirley Reisinger, Joe Buck, and Celeste Buck.

Due to our small member size, one of our current members affectionately called our club a “boutique” British car club. MGMG meets the second Wednesday of the month and is current-

ly meeting in the Fairhope Yacht Club. Our club dues are \$30.00 per year. And, like the other Brit



*MGMG flags at the SABCC show.*

clubs, you do not need a British car or bike to join.

Both SABCC and PBCA know us best for our British flags that they borrow from MGMG for their key events. And we are happy to loan them out!

MGMG is proud to host two popular regional events (Brit cars only) that include inviting SABCC and PBCA to attend with us. These events are the Fairhope Arts and Crafts Festival (every March) and the Silverhill Veteran’s Memorial Car Show (every May). MGMG puts in a lot of hard work reserving show sites, buying insurance, preparing show sites, cleaning sites and handling entrant parking. The Fairhope Arts and Crafts event is a car “display” and is



*2019 Fairhope Arts and Crafts Festival.*

free for participants [and offers the best parking at the Festival-Ed.].

*(story continues next page)*

## MGMG, continued

For other activities MGMG conducts pub crawls (senior version), road rallies, tech sessions, attends local area car shows (British and American) and participates in parades, including the Fairhope Veterans' Day and Lillian Christmas parades.



Two views of the 2023 Silverhill show (the bottom photo was not correctly attributed to **Dick Bishop** in the June 2023 issue).

MGMG enjoys meeting with our sister clubs, SABCC and PBCA. A great opportunity to share our experiences and enhance our British car camaraderie!

[W. Richard "Dick" Bishop, CDR, USN (Ret.) is the chairman of MGMG and an active member of SABCC, where he serves as a Member at Large of the club's board. He owns a 1966 MGB, "Brooke," previously owned by his mother, after whom the car is named.-Ed.]



## New and Old, Down Under

SABCC member Don Pritchett's son Ryan and his family were vacationing in Australia, and he sent his dad a couple of car photos.

The first is a modern MG SUV that Ryan and family rented. Don says, "This is the rental car assigned to them. He was quite surprised to see that big MG emblem on the grille. I am not sure he was aware that MGs are being made again but he was quite happy to be able to drive it." If *Ed.* is correct, this model is an MG ZS.



About the second photo, Don said "On their first trip out in the MG they encountered this Morris similar to one we had when he was younger. He got a kick out of the new versus old British car encounter."



# Wiring Diagrams

## Tech Tools and Tips

### The World According to Lucas\*

*story by Mac McNamara*

Ignition. Every car has it (well, every gasoline-powered car). And it's amazing how tightly together all things must work for an ICE (internal combustion engine) to operate, much less operate efficiently. Find some questions I have and a mental journey that stemmed from the questions.

The Anglia has been slowly developing issues (or I've been ignoring warning signs...works either way). And now I have a series of tasks and questions. Last issue, you read of the motor mount replacement. Now, we'll work on ignition issues. I am open to all hints, tips, and told-ya-so's that lead to answers to the questions below (and hope answers help others!):

1. The Anglia runs fine while running tests in the driveway: revving and allowing to return to idle under no-load conditions. When I take it on the road, it runs fine until I am nearly at a stop and the engine dies. It will easily restart, but it dies as I slow down whether the clutch engaged, or the car is out of gear. Not right away, but certainly before I've come to a stop. I can pop the clutch to restart, but it will die again. When I start with the key, it stays running, but at that point I am at a stop. Suggestions on cause?
2. The coil is getting hot. According to several "experts" on the Anglia, no ballast resistor is required on the car and, according to the manual, the coil resistance is supposed to be 3.4 ohms. After replacing the coil with one purchased explicitly for the Anglia, it still runs hot. So how hot does the coil get if it is normally "hot," and is "hot" normal?

3. I have a DMM (digital multi-meter) that has dwell and RPM displays. I used the Dwell for the first time and found the dwell on the Anglia was at 52.9 degrees. I have opened the points to 0.015 inches getting dwell to 56 degrees. It's supposed to be from 58-63 degrees, so I do need to open them a touch more. It should be mentioned the manual says 0.014-0.016 inches. Spot-on at 0.015 and it ain't quite enough to get the dwell to 58 degrees. I also will state that during acceleration, the dwell increases to about 60 or 61 degrees. I think that's pretty good, though the range may indicate cleaning and lubrication is in order.
4. Last one for the moment: I have also verified the timing to be about right (about 10 degrees BTDC). As I use the engine as a brake in slowing down, I will get a pop (backfire) out the carb. Is that usually an indication of too-retarded or too-advanced? The car is not running any hotter than it ever has, so any timing issues are probably minute (pronounced as "my newt," in case you're wondering what I typed, as I did when re-reading). This issue started AFTER I replaced the coil and motor mounts.

**The Journey.** The difference between a good shade-tree mechanic and a good mechanic is learned over and over by me just from reading Pierre's font of wisdom ... and my repeated failure check everything before replacing one thing after another. Pierre. If you're looking for a small teaching job, I would welcome a Sensei.

My family experiences unique problems when it comes to cars. As an example, we replaced the timing chain in Daniel's 1963 Mercury Meteor

*(story continues next page)*

\*Actually, Ford engineers, but everyone blames Lucas



## The World According to Lucas, cont.

because, after an incident with the starter jamming into the flywheel and having to be forced free, it would not crank. Two Saturday's and one Sunday at the local Gulf Coast DIY Garage revealed we did not NEED to do that as, after all work was done, the car STILL would not crank. We found the \$15.00 solenoid was bad...and it was NEW! It was not passing power to the distributor except in the crank position.

Lesson: I don't care if the solenoid in BRAND NEW, check it out. It wasn't a waste, as the timing chain was a bit slack, but it was more than 10 times the cost of the solenoid (and several hours longer!), had I just double-checked and trouble-shot correctly instead of assuming.

On the Anglia, I am currently experiencing the problems mentioned in the questions above and that has led me down a rabbit-hole figuring out how "magic ignition systems" work. Coils are just wound wires (about 100:1 for geeks like me) so electrically it does not matter which way you connect the ignition wire and distributor wire (the LOW-TENSION side). The HIGH-TENSION side relies on a collapsing magnetic field to help produce the 12kV -50kV (that's 12,000 to 50,000 volts, guys...it'll hurtcha, won't it? You know who you are if you can attest to this personally!). If you have the coil backwards for your system, the car will run, but the coil will run 15 to 25 percent less efficiently.

One of the YouTube videos I found went into detail on how ignition voltage and magnetic fields work together and explained the condenser's purpose. You can view it [here](#). Another I found had a fellow working on a four-cylinder engine showing how to use a dwell meter to set points gap. You can view it [here](#).

With those videos under your belt, we'll go back to my current issue and tests I need to perform to ensure the coil is correctly installed. Moss

Motors (and others) has a very quick write-up that requires an analog meter to successfully test your coil connection. I have a digital meter and will need to get an analog meter. I suggest you have one available as well, because there are some things an analog meter will show right away that a digital meter will hide. One example is a bad diode in the alternator. A digital meter will read the average voltage output through the alternator and not show any fluctuations. An analog meter needle will not remain steady but move back-and-forth within some range when a diode is bad.

The [method](#) to test coil connection/polarity is as follows:

1. Disconnect the high-tension wire from the coil.
2. Set your analog V-O-M to the highest voltage setting it's capable of reading.
3. Regardless of having a POSITIVE ground car (which the Anglia is) or a NEGATIVE ground car (which almost everyone else has), connect the negative V-O-M cable to the high tension connection on the coil.
4. Connect the positive cable to the block.
5. Have a partner crank the engine. It won't start because you've disconnected the wire from the coil, right? It will spark, so if you're touching the exposed coil connection and near ground (like leaning on the car) you will find out very soon what high-tension voltage feels like. It ain't funny, even as I laugh when it happens to me!
6. Observe the direction of needle travel on the meter. Positive direction means correct connection. Negative direction means you got it backwards. If it's backwards, reverse the primary wires on the coil (the low-tension side) and run the test again.

I look forward to hearing suggestions and, more importantly, to telling of this woeful tale's successful conclusion, maybe before the car show.

## Barn Find MGB - Part Two

story and photos by Noel Eagleson

Last month's article ended by mentioning that while cleaning out the interior of the barn find MGB, Donna recovered several pieces of paper and documents that basically tell a nice story about the early life of this particular little car.

I enjoy unraveling the history of an automobile and to quote Sherlock Holmes "there is nothing like first hand evidence." In this case Donna's most significant find was the BMC (British Motor Corporation) Passport to Service record book listing the selling dealer and first ownership details [photo below-Ed.].



Passport to Service" and July 21, 1966 invoice

Since import into the USA, the car has always been registered in Alabama, with an original license date of October 27, 1964. The first owner was a Birmingham doctor based at UAB. The selling dealer was Foreign Car Center Inc., located at 421 S. 21st Street, Birmingham. Looking at a couple of old invoices show that they were a franchise for MG and Porsche autos [and Jaguar-Ed.]. Unfortunately, old paper invoices do not stand up well to being "baked" in a barn for 50

years and there are a few that were not legible.

A 1,000-mile inspection was carried out on February 3, 1965 when a gallon of antifreeze was added costing a whopping \$3. The next service at 6,000 miles, completed October 22, 1965, shows oil and filter, plugs, and points were changed all for a charge of \$26.64.

The invoice for the next service at 9,000 miles on July 21, 1966 included the regular oil and filter change and new plugs again! There was also a tune-up and replacement of the rear light body, lens, and bulb. All this came to \$39.17 [to put this in perspective, a gallon of milk in 1966 cost 42 cents-Ed.].

This is where the trail grows a little cold. Sometime around April 1967 the car changed ownership to another doctor, also based at UAB Birmingham.

An invoice from Southern Rubber Co, Inc., at 917 Sixth Avenue, Birmingham shows that three 560x14 four-ply-rated tires were purchased at a total cost of \$61.97; this included fitting and balancing. Mileage recorded was 12,114 and one might presume the spare tire, a Dunlop cross-ply, would have been used to complete the set. On the invoice heading it's interesting to see that they sold Gillette tires and tubes!



Replacement batteries

Most of us tend to believe that back in the '60's automobile batteries lasted much longer than

(story continues next page)

## Barn Find MGB – Part Two, continued

today. Well, the next invoice dated November 13, 1967 was issued by Alabama Electric Battery Co., 2nd Avenue South, Birmingham for the supply of two six-volt batteries. The cost was \$17 less a \$2 rebate for old batteries.

You may question why two six-volt batteries. All MGB production from 1962 to mid-1974 were positive earth and had two six-volt batteries wired in tandem. This gave a 12-volt configuration and they were fitted below the floor of the tonneau area. These replacement batteries were made by Allstate for imported cars and the numbers on the batteries are I believe referring to size rather than date of manufacture.

The next legible invoice dated April 22, 1971 is in the name of the third owner, a Mobile attorney, and refers to the purchase of a new Sears “Best” quality vinyl convertible top. This came with a guarantee against defects in material or

workmanship for five years! The modest sum paid was \$54.19, including tax.

The aforementioned attorney apparently made numerous trips to the Eastern Shore as there was a book of 40 tokens enabling the driver to make trips through the Bankhead Tunnel. (The Bankhead Tunnel was officially opened on February 20, 1943 and a toll of 25 cents per car one way was charged until 1973.) There was also an official pass issued by the City of Mobile authorizing the car to be parked in metered zones while on official business.



*Radio information, Sears Best top guarantee, and tobacco bag*



*Bankhead Tunnel tickets and parking pass*

The last license tag on the MG is for 1973 and I can only surmise that during that year it received the frontal passenger side damage and the owner placed it in the barn pending repair, which never happened.

To conclude this article on the little car I have to refer back to those Ruffian Racoons who were not the best of tenants during their unwelcome stay. Not only did they manage to trash the interior but they did it while enjoying all the comforts of a Motorola model 524 transistor radio and getting high on Borkum Riff aromatic whiskey-flavored tobacco. That's living on the "High Hog."

Until next time, Safety Fast!

## Eddie & Paul's Excellent Adventure

story by *Paul Reese*  
 photos by the author, *Bob Manske*, and  
*Monica Bachmann*

On Saturday, 29 July, **Fred (Veenschoten)**, **Buddy (James)**, and I met up at **Eddie's (Toenes)** to head over to **Monica's (Bachmann)** to look at **Franz's '74 Jensen Healey**. **Bob (Manske)** and **Keith (Sanders)** planned to go along to take Monica's MGB back to her but the battery was acting up. So we drove to Bob's and determined it was bad and in the process the choke cable came out of the dash at the same time Bob was trying to start the car. Coincidence?

So we all left the B and were chaperoned to Monica's in Crestview to ultimately purchase the JH. It kind of reminded me of the Strawman from Wizard of Oz. It was lying on a trailer covered in pine straw, with the engine and other parts in Mobile. I don't know if the Strawman smelled like mothballs but the Jensen did.



Above, an interior view; below, hooked up and ready to go.



Above, assessing the situation; below, battering it down.

We hooked up the trailer, aired up the tires and took a lunch break at Stewby's Seafood Shanty. After lunch, we hugged Monica and were offered snow cones. Eddie prudently drove the backroads home at the speed limit, trailed by Keith, pine straw, and several annoyed drivers.

On the way back, we talked about options for the car. Eddie would like the engine and I need

*(story continues next page)*

## Eddie and Paul's Excellent Adventure, continued



The team, from left: Keith Sanders, Eddie Toenes, Monica Bachmann, Fred Veenschoten, Buddy James, Bob Manske, and Paul Reese.

some parts for my Jensen. We also did a what-if rough cost analysis to restore it as a club project. All the options came out to a bunch of work.

When we got to Milton, Keith and Bob headed to Bob's. We continued on to Eddie's and parked the trailer. We checked out Eddy's new hangar-like cover construction project and his various cars. It was too hot to do much else. Eddie is currently arranging to get the engine and hardtop in Mobile. Excellent Adventure Part II to follow.

According to this ad from Australia, the Jensen-Healey "looks great always, with or without its hardtop." However, since the guys have to get the engine from Mobile, they probably should pick up the hardtop anyway.

## Spinning a Yarn about a Repair

story courtesy Keith Sanders and Jeff Olive

With a little needling from **Jeff Olive, Ed.** asked **Keith Sanders** about an interesting method they used to loosen a knotted-up valve in a Jaguar E-Type.



In the early 1990s, when PBCA was still new and Jeff was still in the Navy, he and Keith owned a business called "SO British;" the name came from the first letters of their last names and was a bit of a play on words. They operated out of part of Keith's printing and mailing building on Copter Road.

Keith and Jeff were working on a six-cylinder Jaguar E-Type that had been sitting for some time. The lady who owned it wanted to get it running so she could sell it; it was her husband's car and he was deceased. The guys towed it to their shop and got it started, but it was backfiring through the carbs. A compression check showed low compression on cylinder five; the cause was assumed to be a stuck intake valve. Fogging the head did not help.

Not wanting to pull the head, the dynamic duo knitted together a plan to gently free the twisted valve. A soft but deliberate approach seemed best. Jeff decided lowering the piston and filling the cavity with yarn just might work.

After weaving together this scheme, the team began pushing the car in fourth gear. A gentle "ping" let them know their efforts were successful. Unwinding the yarn and rechecking compression proved they were on the ball. Keith did not reveal the profit spread on this repair, but you can bet your booties they covered the cost of the skein of yarn!

The Best of

# Pierre's Wisdom

Pierre Fontana

## Proportioning Valve – Your Ace in the Hole

The brake proportioning valve is small and ignored unless it sticks, or leaks, or you lose rear brakes. Pay attention, as it is your life saver. It separates front and rear brake fluid, so that a failure of a wheel cylinder will let you have some front brakes. These were mandated by law in the U.S., and imported cars had to com-



All photos courtesy *Pierre Fontana*

they were late converting overseas.

It is called a proportioning valve as it meters out less pressure to the rear brakes, to prevent lock-up in some instances. The British call it a PDWA (pressure differential warning actuator) assembly. It has a plastic switch (to ground); when tripped by a failure, it turns ON a warning light on the dash. You get the light and failure at same time, and can't miss it.

Be nice to this assembly. Moss is proud of it, charging \$ 469.95 plus shipping. The part is a reproduction. Rebuild kits can be had for either \$14.00 for an "O" ring type or \$34.00 for the cup type. You have to dismantle the valve to tell which you have. The one I ordered, which you see in these pictures (left), is the cup type.

The car had sat for more than a decade, and the proportion valve started leaking after a few days of driving. All the brakes were overhauled at the start of resuscitation.

*Pierre Fontana* is a technical advisor for SABCC. This article originally was published in Oct. 2014. I did a few searches online; for the MGB, the PDWA is made of "unobtainium" (i.e., no longer available) but the rebuild kits can still be purchased. PDWAs for other models are still available, starting at around \$300-Ed.



Proportioning valve (cup-type)

ply. Importing a later-model British car without one will get you in trouble; Uncle Sam will make you convert it to the U.S. standard, as

# Spare Wires

News on British Cars and the Hobby

## A Celebration, a Car, and a Brew

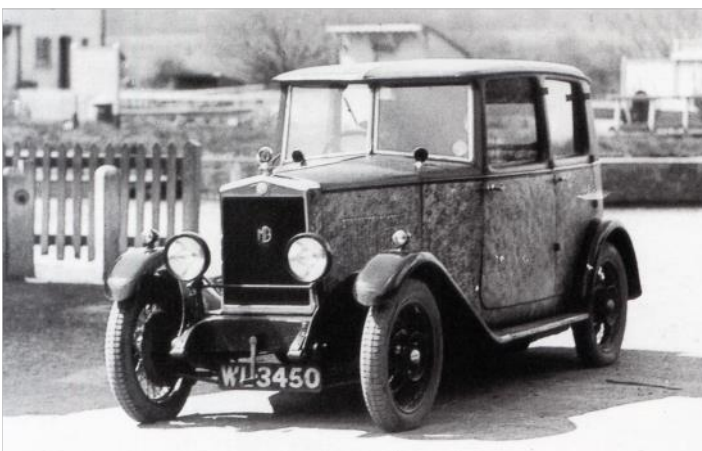
*story by Rodney McDonald*

*photos courtesy of the author*

As most of our members know, this year's British Car Festival is celebrating the 100th year of the existence of the MG Car Company. For any automobile maker to make it to its centenary is a rare feat; for a maker of mostly sports cars, it's almost unheard of.

We MG drivers are all too aware of the positive reactions our classic sports cars bring to the general public. It is rare that a fuel stop (or occasionally a traffic light) doesn't invite conversation from strangers asking about the car. And most of those conversations eventually lead to stories about an MG in their past.

In fact, MG was such a force that a British brewing company developed a beer to celebrate the 50th anniversary of the MG factory in Abingdon in 1979.



*The "Owld Speckled 'Un"*

"Old Speckled Hen" was created by Morland & Company of Abingdon at the request of the MG

factory and it was the factory that bestowed the name on the brew, as well as providing a label design.

The name chosen came from a factory runaround hack used in the 1930s affectionately called the

"Owld Speckled 'Un" from its spotted paint finish on the fabric body.

Originally called Old Speckled Hen Anniversary Brew, the first batch was only 25 barrels that quickly sold out. So quickly, it was gone before the celebrations began and the brewer had to rush a second batch through.

Of course, it was just a matter of weeks afterwards that British Leyland announced that the Abingdon factory would be shuttered and the workers laid off. The rest is well-known history.

Old Speckled Hen continued to be brewed for Morland-affiliated UK pubs. In 2000, Morland Brewery was acquired by Greene King who capitalized on the surging demand for traditional ales.



*(story continues next page)*

## A Celebration, a Car, and a Brew, continued

Greene King began exports of several of their brews including Old Speckled Hen, and it has been available in the US for a number of years. It is most commonly found in bottles, but cans occasionally appear. In larger cities, Old Speckled Hen can be found on draught at pub-style watering holes. Old Speckled Hen is an amber pale ale with a mild hop flavor and a cider-like finish. If you're fortunate enough to find it on tap, give it a try. It is more flavorful on tap.

Every Old Speckled Hen label pays tribute to the MG that inspired the brew, as well as proudly feature an octagon front and center. If you're so inclined, you can find Old Speckled Hen locally at World Market in Mobile and Spanish Fort. It's also part of their build a six-pack program, so if you aren't ready to commit to a full six bottles, you can buy one to try along with some of your other favorites.

Raise a 'Hen in toast of the "Sports Car America Loved First" in its centennial year. And, kids—don't drink and drive. Ever.

### South Alabama British Car Club British Car Festival Celebrating 100 Years of



Saturday, October 21, 2023

Fairhope United Methodist Church Campus • Fairhope, Alabama  
9:00AM—4:00PM

Join the South Alabama British Car Club in celebrating the centennial of the MG Car Company at the 33rd annual British Car Festival. The event is free for the public to visit and view the approximately 150 classic British cars that will be on display. For details, visit [www.sabcc.org](http://www.sabcc.org).



## Auction Roundup: Resale Orange

[Research shows that orange cars depreciate the least-Ed.]

### 2015 Bentley Continental GTC V8 S



**Not Sold** for \$62,000 on Cars and Bids

In "Orange Flame" over black quilted hides, this well-equipped convertible with 60k miles had some minor damage, but sold after the auction ended.

### 2015 Jaguar F-Type R Coupe



**Sold** for \$53,000 on Bring a Trailer

This is "Firemist Sand" over Jet leather. with several options that pushed the original sticker to over \$104k. With just 22k miles, the car was in near-perfect condition.

### 2012 McLaren MP4-12C



**Sold** for \$106,000 on Bring A Trailer

Almost iridescent in Volcanic Orange over black leather and Alcantara, four bidders competed fiercely for this car.

### 1970 Triumph GT6



**Not Sold** for \$3,600 on Barn Finds (will take \$4,300)

A restoration project in Saffron Yellow, this GT6 has needs but seems restorable. Maybe it isn't orange enough?



## Coming Soon

Here's a brief rundown of upcoming events:

- **Dog Day Rally**, watch for dates and details to be announced soon.
- **OWA Labor Day Car Show**, Sep. 2, 8:00 – 4:00, Foley, Ala. \$30 before Aug. 25, \$35 after. Trophies for Top 20 and by decade (no Foreign classes). Benefits First Baptist Church, Foley. Register [here](#).
- **Hadji Temple Car Show**, Sep. 9, 9:30, 800 W. Nine Mile Rd. The show is supposed to offer a British class this year. Full details are not yet available online; watch for more communications to come.
- Vintage **Triumph Register National Convention**, Sep. 27 – Oct. 1, Dillard, GA: Most know Dillard for its MG event, but this year it's also hosting the VTR convention. The theme is "Celebrating the Vision of Giovanni Michelotti," honoring the Italian designer of many of our favorite British cars. For more information, visit [vtr2023.org](http://vtr2023.org).
- **Renaissance Eurofest**, Oct. 14, 10:00 – 5:00, Ridgeland, Miss. For more information, visit [www.euro-fest.net](http://www.euro-fest.net).
- **SABCC British Car Festival**, Oct. 20 and 21, Fairhope United Methodist Church, \$25 before Oct. 13, \$30 on or after. Registration is open; the form is [here](#).
- **Gulf Coast Autojumble**, Nov. 4, 10:00 a.m.: The annual three-club swap meet for all things British motoring will be held again this year at **Tom Schmitz's** "Garagemahut" in Elberta. Mark your calendar and start gathering your ~~junk~~ great items to sell.

## Wire Nut

Michael King

*Ed.* is a man of few words this month [*for many of you, that might be a relief-Ed.*]. Between the two newsletters, the upcoming SABCC show, church, AutoZone, and other duties as required, I really have not had time to put together a full-blown column this month. Fear not, as I expect my usual bursts of blather will return soon.

I do want to thank the first five individuals who ordered PBCA shirts from our new source, [Queensboro](#). I will deliver most of these at the next meeting (Taber got his at the board meeting). I hope more of you will be inspired to place an order – [contact me](#) for details!



*Fred Veenschoten* sent Ed. this photo, noting "We have a group of guys that go to the Cigar Factory downtown and have a cigar and a favorite libation. It seems that the sign of a good cigar is how long the ash will hang on. **Tom** won the prize this time."

# PANHANDLE BRITISH CAR ASSOCIATION

2023 "Brits on the Bay" All British Car Show

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# Classifieds

## 2015 Lark Car Trailer

7' x 14' x 6' trailer with dual 5,000 pound axles, torsion suspension, heavy duty floor, reinforced fold-down rear door with seven hinges for moving heavy items, dual LED tail lights, roof vent with motor and cover, and electric brakes. 2 5/16 ball size Asking \$4000 (SALE PENDING)..



*Tim or Liz Maynard, 850-665-4118*

## 1980 Triumph Spitfire 1500

Pageant Blue. Runs and drives, but needs restoration work. New mechanical fuel pump, new rear brake parts except drums, new seat belts and hardware, new gas cap seal and gas filters, new windshield wipers, new hood prop rods. Needs convertible top, some small rust area repair around the trunk lid corner and bottom, interior work. Rubber bumpers are in bad shape, so started conversion to chrome; rear complete, front not done. Previous owners used older seats without headrests and a unique stripe on the hood with the "Triumph" laurel wreath logo. \$3500.



*Mike Japp, [webmaster@pbca1.org](mailto:webmaster@pbca1.org)*

## 1972 MGB

Complete, documented restoration at a level beyond new; BHMC certificate and overdrive. \$25,000 asking price is far below cost of restoration. Test drive or inspection by appointment (car is in Mobile).

*Ken McElhaney, 251-401-4474*



## Just one more thing, please . . .



SABCC member Terry Trovato sent Ed. this picture, which he spotted in the July 2023 edition of Sports Car Market. As Terry notes, "The Bugeye Sprites did not have a trunk/boot per se; you had to push both seats all the way forward to get to a small cubby hole storage/luggage area located under the rear panel of the car."

While this picture presents at least one possible alternative to this hard-to-access luggage compartment, Ed. has to wonder about the speed rating of the tires on that rolling bag...



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