



The Annual and Unwanted  
Panhandle British Car  
Association

**BROWN COMPASS  
AWARD**

For Worst Rally Performance

Presented to the Rally Driver  
and Navigator most  
distinguished for lack of  
skill (or luck) in competitive  
driving and navigating during  
the preceding year of rally events.

*smoke in the wires*

Dec. '23/Jan. '24

## PBCA Club Officers

President	<b>Paul Reese</b>
VP/ Activities	<b>Bob Manske</b>
Secretary	<b>Monica Bachmann</b>
Treasurer	<b>Karen Ianniello</b>
Technical Director	<b>George Bruno</b>
Membership	<b>Tim Garrold</b>
Webmaster	<b>Mike Japp</b>
Communications	<b>Michael King</b>
Member at Large	<b>Paul Salm</b>
Public Relations	<b>Tom Schmitz</b>
Parliamentarian	<b>Taber Tompkins</b>
Show Chair	<b>Fred Veenschoten</b>

***smoke in the wires*** is a publication of the Panhandle British Car Association and is published monthly for the benefit of PBCA members. Permission to use this material by other British car club publications is granted provided credit is given to ***smoke in the wires***. Address comments or submissions to **Michael King**, Editor, at [smokeinthewires@gmail.com](mailto:smokeinthewires@gmail.com).

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

**Jan. 11, 2024**

**Executive / Show Committee Meeting**, Beef O'Brady's, 9 Mile Rd, 11:15.

**Jan. 15, 2024**

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

**Jan. 20, 2024**

**PBCA Chili Cookoff**, Manske Garage, 11:00 (details sent via email Dec. 29).

**Feb. 10, 2024**

**SABCC John Twist seminar**, Eagleson Garagemahal, 25604 Friendship Rd., Daphne, AL, 36526, 9:00 a.m – 5:00 p.m. Free; doughnuts, coffee, cold drinks, and a pizza lunch will be provided. Watch for a sign-up request to be sent soon.

JANUARY 2024						
Sun	Mo	Tue	We	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11 Exec. Meeting	12	13
14	15 Club Meeting	16	17	18	19	20 Chili Cookoff
21	22	23	24	25	26	27
28	29	30	31			

# President's Input

Paul Reese

Lots! But first, I've learned much about all the behind-the-scenes work that other folks do to support your club. It's a lot. A Thank You to them! And also importantly, thanks to our members who have paid their dues. If you've not yet paid your \$20, please mail your check to our treasurer **Karen Ianniello**, (made out to "PBCA," 4279 Chittingham Dr., Pace, FL 32571) or bring dues to the next meeting or let Karen know your status ([Iannielloca5@gmail.com](mailto:Iannielloca5@gmail.com)). Karen works very hard for you so we don't expect her to work extra to chase down your dues.

So new thing number 1: If no dues or status by Jan 31, we will cancel your subscription to *The British Marque* and remove you from the roster.

Number 2: *The British Marque* car club newspaper will now be sent to you online. This will save the club money and allow us to keep dues at \$20. If you prefer the printed *Marque*, please pay Karen \$3.

Number 3: Monthly Club Meetings. The plan is that administration items and announcements will last no longer than 30 minutes. Next the door prizes and 50/50. Then some entertainment followed by a technical or British Car related presentation organized by our Technical Director, **George Bruno**. All done in an hour max.

Number 4: A goal of the Membership Committee (**Tim Garrold**, Chairman) is to increase member participation. The Shrimp Boil and Pig Roast are relatively major-cost club events. So a lottery consisting of members who have not previously organized an event will be held at the Boil and Pig. The "winner" will be strongly en-

couraged (read "harassed unmercifully") by **Bob Manske**, our Activities Chairman) to organize a club activity for the next year. Party!

Number 5: Looking for members interested in developing a strategic plan for 2025. Topics include the car show, activities, and meeting venue. Email me or talk to me at next meeting.

And Number 6: I've set up [pbca1president@gmail.com](mailto:pbca1president@gmail.com) as our club email. It will be on our web site and you can give it to prospective members and other organizations. Also it can be used to ask questions and provide comments. I will make sure you get a response soonest.

Next, our 19/20 April Brits on the Bay Car Show. **Fred Veenschoten** is the chair ([fredntoni@cox.net](mailto:fredntoni@cox.net)). If you are not already on his committee, please contact him and ask how you can help. And **Tom Schmitz** is our Public Relations Director.

Please get with him for help with getting sponsors or if you are aware of any show marketing opportunities. By the way I've seen our show commented on by other clubs in the *Marque*. They mentioned the nice venue and great Friday dinner. We want to keep those accolades coming.

Lastly, thank you to **Karen Ianniello** for being our Treasurer and **Monica Bachmann** as Secretary. Both the best. And speaking of best, **Michael King**, our Communications Committee Chair. The newsletters are outstanding. [*Mighty kind of you, sir-Ed.*] Thank you.

Cheers and Happy 2024

**Paul Reese**

[pbca1president@gmail.com](mailto:pbca1president@gmail.com)



# Tight Connections

## Club and Member News

### PBCA Christmas Party

*photos courtesy Bob Manske*

Held Dec. 16 at The Hangar in Milton, the 2023 PBCA Christmas party was a glittering success, with 34 guests enjoying a buffet meal and the traditional "Dirty Santa" game.

**Tim Witzigreuter**, a relatively new member, and his guest **Cindy** surprised everyone by coming dressed as Mr. & Mrs. Santa Claus. Everyone enjoyed having Santa there and especially the kids who were in other areas of the restaurant. The Clauses visited all the tables in the place, not just in party area.

The most humorous part of the Dirty Santa game was that incoming president **Paul Reese** wrapped up **Tom Schmitz's** walking cane and gave it as a Dirty Santa present. Tom spotted it right away and loudly protested that it was his



*From left, Risa Manske, Donna Weeks, and Linda Warren.*

cane and he wanted it back! All this was in good fun and it was returned to Tom, who had left it at Paul's place during a prior club event.

New officers were installed, and **Keith** and **Gail Sanders** won the "Broken Compass Award" for the worst rally performance in 2023.



*"Mr. and Mrs. Claus" made a special guest appearance.*



*From left, Bill Weeks, Tim Garrold, George Ianniello, and Kanen Ianniello.*



Christmas Party "Dirty Santa" Photos:

Top left, the gifts surround the tree; bottom left and top right, the game is underway; middle left, Tom Schmitz (in red jacket and green shirt) is reunited with his walking stick; bottom right, Eddie Toenes can't suppress his laughter at wife Terri in a Spiderman hat.



## How I Started with British Cars

*story and photos by George Brown, SABCC*

In the mid-1970s, I had the privilege of serving in the U. S. Air Force stationed at beautiful Denver, Colorado at Lowery AFB for six wonderful years. Being a single Airman from Virginia in my twenties, I loved Denver, the Rocky Mountains, and all the excitement that comes with living on the eastern slopes of the Continental Divide.

One day in the fall of 1975, I drove my 1965 Corvair Corsa to a local mechanic for some minor repairs, and there in bay next to my car sat a Triumph TR6. I was so impressed by the looks of this stupendous vehicle, I asked the mechanic what it was and how to find one.

He enlightened me as to the pleasures of owning a TR6 and recommended I look for a 1971 model, and so my search began.

Having limited funds but a good basic knowledge of auto repair, I happened across an ad in the Rocky Mountain Times for a slightly

modified, but salvageable 1971 TR6 in Colorado Springs. A short trip south to a salvage yard, and I first laid eyes on my future Six.



*Um, that might not buff out.*

It seems that a previous owner had lost control in a snowstorm but was able to stop the car with the help of a telephone pole and some nearby cars. My initial impression was "I can fix that," so I purchased the car "as is" and had it delivered to my residence in Denver.

After surveying the damage, I thought "no problem." A new hood, grille, bumpers, both front fenders, a left side rear fender, a "little" body work, and a new coat of Pimento Red, and I will be on the road.

Job one, strip the damaged panels off, park the car between two large trees, and with the help of a chain, a come-along, and a large ball peen hammer, I will have the car ready for replacement parts in no time. It took two weeks of applying pull with the come-along and hammering the inner panels and valance back into position.



*Above, George's TR6 arrives in Denver.*

*(story continues next page)*

## How I Started with British Cars, continued

I was able to source a replacement hood, grille, and front bumper, but the three fenders were nowhere to be found. Job two was to pound out the fenders as best I could and through the miracle of body putty, I was able to reassemble the car to roadworthy condition. The new paint job covered up many imperfections and the car looked great from ten feet away.



Top, George has the valance pulled out; bottom, paint-ready.

Mechanically, the car was in good shape and I enjoyed several years and many miles driving my TR6 until the demands of marriage and children necessitated its replacement. I did not realize how much I would miss the excitement of owning a British sparts car and it was several long years later until my dear wife **Caroline** helped my find a 1973 TR6 to replace it.



The finished car on a slightly warmer day.

*George and Caroline Brown* have been members of SABCC since 2015. Beside the 1973 TR6, which is also Pimento Red, they have the 1967 Rolls-Royce Silver Shadow owned for many years by the late **Cecil Pugh**, and a vintage VW Beetle.

# Wiring Diagrams

## Tech Tools and Tips

### Getting Light on the Subject

*story and photos by Rodney McDonald,  
SABCC*

All of us that work on our classic MGs have our own pet peeves as far as ease in performing certain tasks. Under-dash-board work, for me, is one of those jobs that never seems to have enough light.

I've had to replace the brake light switch on my MGF a couple of times since I took possession of it about a year and half ago.

It was inoperable when I got it (meaning the brake lights were on constantly) and I then I had to replace it one more time when I applied too much pressure to the brake pedal while on my inclined driveway. Briefly, the switch plunger becomes over depressed and the switch then must be removed and the plunger pulled out slightly to reset it. The brake light switch resides on a bracket welded to the firewall and the brake pedal movement actuates the switch.

There are a couple of issues that come to mind in this repair: One – your head is where your feet would normally reside when driving the car, and two – it's dark in there. I've tried "head light" type lights that you wear on your head. I've also tried pedestal type lights the sit on the floor and are pointed toward the work. In both cases, I ended up creating shadows right in the target work area. Not ideal.



An Internet forum I visit once in while had a mention of lighted gloves in one of the posts and I became intrigued over the concept. A

quick search on the Amazon site uncovered dozens of offerings, all from vendors with unpronounceable names and priced from a few dollars to about \$35.00. The one I ordered was less than \$15.00 and came with two glove lights, each with two white LED lamps on them. One LED on the forefinger and one on the thumb, and the stretch fabric is locked down with a hook and loop type fastener. Also in the box were four replacement button batteries and a tiny screwdriver to gain access to the battery case.

I tried them out on arrival, and they worked great. With four LEDs on two hands, I was able to position the switch and lock it into the bucket without any shadows over the work area. If there was a spot that needed extra light, it was easy to move a hand – or finger – and get light exactly where it was needed.

I'll admit that the concept initially caused me to roll my eyes a bit, but now that I've used them, I'm a fan. Now, if I can only find a better way to bend my high-mileage body into position to reach the switch...





The Best of

## Pierre's Wisdom

Pierre Fontana

## Your New Toy, a Used Car

Sacrilege it may be to call your new toy a used car, but it is the reality. So many hands had a part in keeping it alive or performed the best work they knew how, but what did they know?



I had to install a rear end in a very nice 1980 Spitfire; while "under," I looked for safety or wear issues. Brake fluid was dripping on me, an easy solution. To inspect the shoes, I popped the drum off. The surprise was not the leaking wheel cylinder, but the shoes wearing at an odd pattern and angle. The previous "mechanic,"



All photos courtesy **Pierre Fontana**



probably a technician, had mounted the strong shoe springs in front instead of the back, twisting the shoes at an angle against the drum.

So when you buy your "new" (used) car, take a look where you can't see. Many years ago, when I first opened a shop on Pillans Street, some of my "poor customers" were young lawyers with no private practice. To make a living they worked for the City of Mobile as assistant district attorneys. One thing they impressed me with is that if a car has a wreck or causes injuries, you are safe as long as it was correctly repaired with the proper parts. This meant NO negligence on your part. The opposite would mean they will own your house. So, make sure your car is 100 percent safe and "kosher."

*Pierre Fontana is a technical advisor for SABCC. This column is from December 2014.*

## “Storage Unit Find” TR6

SABCC technical advisor **Pierre Fontana** sent *Ed.* these photos of a 1975 TR6, noting that “barn finds” are hard to find in a big city, so this is storage unit find.

Resting in very dry, dusty, and good condition, the car was stored for 24 years (the tag date is 1999). Soapy water was needed to drag it out. The rear brakes are frozen in place, and two of the dry-rotted tires collapsed. Regardless, as **Pierre** notes, one does not often get this lucky with a find. He says he can't wait to hear it run.



## Auction Roundup: MG Midgets

[To honor the MG Centenary, Auction Roundup is featuring a different MG series each month-Ed.]

### 1975 MG Midget



**Sold** for \$4,800 on Bring a Trailer

*Yes, it has interior wear and a bit of tin worm, but this cheap, cheerful car is a great point of entry to the hobby.*

### 1967 MG Midget



**Sold** for \$13,456 on Bring a Trailer

*A charming cream over red chrome-bumper car, this Midget offered the desirable 1275 engine, wire wheels, and a one-owner history, offsetting some cosmetic issues.*

### 1977 MG Midget



**Sold** for \$18,000 on Bring a Trailer

*Resprayed in Tahiti Blue over an Autumn Leaf interior, this lovely Midget had a rebuilt engine, transmission, suspension, and brakes, and only minor flaws.*

### 1972 MG Midget



**Not Sold** for \$8,000 on Bring a Trailer

*Despite numerous high-performance mods, the blackout treatment on this car may have caused the unmet reserve.*

# Wire Nut

Michael King

Perhaps you saw an article in the Dec. 23 *Pensacola News-Journal* about a new program in our area helping persons with car needs ([“Next Step Vehicles are using donated cars to prevent homelessness in Pensacola”](#)). I’m part of this, and I’d like to tell you a little more about it.

Several years ago, I took a missions class at church. Each attendee was encouraged to find a way to use their interests to help persons less fortunate – to the extent of developing an outline for a program we could implement.

Of course, cars have always been an interest of mine, so I sketched out an idea to help people with car issues. I bought some books, began developing an outline, and then got busy with other things.

When I retired in late 2022, I decided the time had come to push this idea forward. I’d had a few personal experiences with friends, or friends of friends, where I saw just how devastating the lack of a car could be to one’s economic security.

Early last year, I developed a written proposal for a car ministry and presented it to my church’s mission committee. While the idea was well-received, the church and I soon realized we did not have the resources to implement it.

However, I learned an initiative was already underway in Pensacola. The Northwest Florida Homelessness Reduction Task Force had been approached by an individual who wanted to find a way to donate cars to persons in need, and an ad hoc committee was formed. I was invited to a meeting.

About the same time, having already decided I wanted to find a part-time job to get out of the house more, I thought working in the auto in-

dustry might help me. AutoZone has been a good fit – I’ve learned a lot about the car upkeep and repair issues folks face every day, and the economic strain these can cause.

To illustrate this, let’s look at a hypothetical scenario I put in my proposal for the church. A single mom making \$42,000 per year – which is more than 10 percent higher than the median income of persons in Escambia County who drive to work, according to US Census data – will bring home about \$2950 per month. After rent, utilities, health care, groceries, and a payment on used car, she might have \$250 left over for discretionary expenses. AutoZone’s mid-range battery runs about \$210 out the door.

“Next Step Vehicles,” as described in the newspaper article, is a coalition of three human service agencies: 90 Works, which helps veterans; Pensacola Dream Center, which focuses on women in crisis; and United Ministries, which helps families. Each Next Step Vehicles client will be someone served by one of these agencies, and they’ll be put through a vetting process to ensure they have a legitimate need, as well as the means to keep and operate a car. AutoZone will give each partner agency a non-profit account, allowing them to buy parts at a discount.

So now what? In addition to parts and donated vehicles, we need a network of mechanics and shops that can work on client vehicles. Through I have already identified some possibilities, but if anyone can suggest someone who might be willing to help, let me know. Second, we need donations – cars to give to clients, and funds to buy parts and pay for services. Since each partner agency is a 501c3, donations are tax-deductible. We are also considering a car show fundraiser – most likely an open show, and I will make sure it does not compete with any of our club events! If we do have a show, I hope you will participate!

# PANHANDLE BRITISH CAR ASSOCIATION

2023 "Brits on the Bay" All British Car Show

PLEASE PATRONIZE OUR SPONSORS

## Show Sponsors

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Bill & Donna Weeks



# Classifieds

## 1960 Triumph TR3

Stored in rear of my shop for the past few years. Too many new projects. This one needs to go.

- Frame clean, straight, painted a few years ago. no rust
- Tires, brakes, and wheel bearings new
- Engine turns free but has not been run in many years
- Gearbox shifts easily
- Body is off the car; floor pans and door sills are rough, but rest of the sheet metal is pretty straight.
- Lots of new parts included
- Carbs were rebuilt by Mike Darby a few years back

I also have a spare TR3 engine and two TR3 gearboxes that I will include or can sell separately.

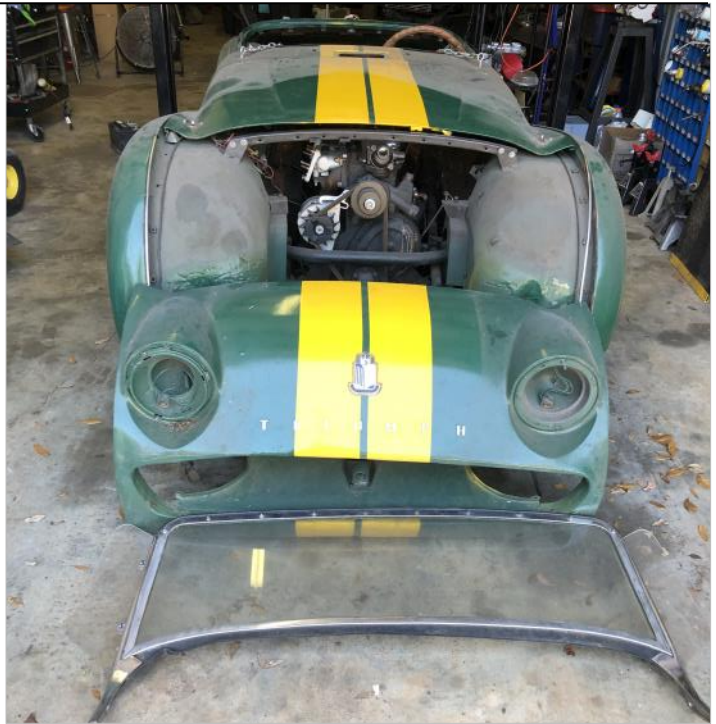
Car can be seen in Daphne. I have lots more photos if anyone is interested.

I'm asking \$2500 for the lot. Let's talk.

*Laramie Dixey*

251-472-6446

*planetdixey@gmail.com*



3 quarts of Redline MT90 75W90 GL4 manual transmission lubricant and one of high performance 75W90 gear oil for sale, \$10 each. They are old, but should be good. **Bob Bulfin, [Bobbulfin@gmail.com](mailto:Bobbulfin@gmail.com)**

## 1980 Triumph Spitfire 1500

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



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

## 1948 MG TC



Matching numbers; less than 2,000 miles since frame-off restoration. Many upgrades to engine and drive train. \$29,000.

Text 251-752-4434

## 1993 Jaguar XJS Coupe

"Facelift" Jaguar coupe featuring smooth, durable 4.0-litre inline six and four-speed automatic. Full power accessories, "basketweave" alloy wheels, climate control, and trip computer. 138,000 miles. Boot lid requires repainting, and driver's seat and console lid need recovering. Good running and driving condition. \$2200.



Bob Henson, 251-962-4617

## 1980 Triumph Spitfire

Free for haul-away. Need removed as soon as possible. Car is about ten miles north of DeFuniak Springs. Parked outside for several years, non-running but complete. Books and title in hand, but never registered. The seller wants to give the British car clubs a chance before scrapping it!



*Herb Patterson*

850-699-8546

[kandh26@outlook.com](mailto:kandh26@outlook.com)

Just one more thing, please . . .

Traffic circa 1970.



SABCC's Ron Wolverton sent Ed. this photo, noting the MGB in the lower left corner. No word as to whether the shirtless guy goes with the car. How many other cars do you recognize?



Find us on the web at [www.pbca1.com](http://www.pbca1.com), or on Facebook at Panhandle British Car Association