



*smoke in the wires*

June '23

# From the President

Bill Weeks

## Is This Your Time to Serve?

My time as President of PBCA will be coming to an end in just a few short months. It will be time to start searching for a new slate of officers to serve for 2024 - 2025. Do you think maybe it's time for you to step up and lead this prestigious organization? If so, let **Bob Manske** know as he is the Nominating Committee Chairman. And don't miss any of our upcoming meetings, else your name may be placed for consideration in your absence.

Not ready to take that big step yet? We have other ways you can help the club remain successful. Late last year, our PBCA Bylaws were amended, creating three new committees. We created an Activities Committee, Communication Committee and a Membership Committee.

The **Activities Committee** plans, organizes and executes activities for the benefit of the association, including any annual public events and maintains a club calendar of events.

The **Communications Committee** presides over the publication of this newsletter [to date, they have

been benevolent dictators-Ed.], facilitates communication with the membership at large and oversees the club website and social media sites. This committee will also provide monthly submissions to *The British Marque* for publication. The committee also promotes the association to the public and maintains contact with any national organizations the club may affiliate with.



The **Membership Committee** maintains the roster of members and keeps it current. This committee processes new membership requests and dues renewals, introduces new members to the association and the encourages both new and existing members to be active in the association.

If you still can't see a place to serve, we have the Show Committee and Member at Large positions available as well.

Cheers, raise your hand and volunteer!

*Bill Weeks is the president of PBCA.*

## PBCA Club Officers

President	<b>Bill Weeks</b>
VP	<b>Bob Manske</b>
VP	<b>Jeff Olive</b>
Secretary	<b>Monica Bachmann</b>
Treasurer	<b>Karen Ianniello</b>
Newsletter Editor	<b>Paul &amp; Lee Salm</b>
Technical Advisor	<b>Mike Darby</b>
Webmaster	<b>Mike Japp</b>
Show Chairs	<b>Bill Weeks and Tom Schmitz</b>
Member at Large	<b>Franz Bachmann, 1946 – 2023</b>
Member at Large	<b>Michael King</b>
Member at Large	<b>Paul Salm</b>
Member at Large	<b>Tom Schmitz</b>
Member at Large/ Parliamentarian	<b>Taber Tompkins</b>
Member at Large	<b>Fred Veenschoten</b>

***smoke in the wires*** is compiled by  
**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

**June 16, 2023**

**Memorial Service for Gordon Levi** (see p. 6 for photo), former PBCA member. Barrancas National Cemetery Columbarium Gazebo, 1:30 p.m. Immediately following the service, there will be refreshments and dedication of the Story Circle at the Pensacola Lighthouse in memory of Gordon. Please drive a British car; a caravan is will leave from the Walmart at Sorrento Rd. and Blue Angel Pkwy. at 1:00.

**June 19, 2023**

**Monthly Club Meeting**, The Hangar American Grill, Milton. Eat at 6, meet at 7.

**June 24, 2023**

**Club Excursion to Dauphin Island** via road and ferry, meet at parking lot at 34463 US-98 in Lillian at 8:15 a.m.. to caravan to Fort Morgan. The ferry is \$18 per car and \$7 per person.

## June 2023

Su Mo Tu We Th Fri Sat

				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16 G. Levi Service	17
18	19 Club Meeting	20	21	22	23	24 Dauphin Island
25	26	27	28	29	30	

# Tight Connections

## Club and Member News

### Road Rally and Shop Tour

*story by Fred Veenschoten  
photos courtesy the author and Paul Reese*

May 13 was a beautiful day to put the hood down and wind through the gears on a great curvy road. And that is just what we did. We laid out a 45-mile drive through some great roads to Wayne's shop where he and Mike had not just one but two Cobra kit cars. Wayne also had a Healey 100-6 in which he had installed a Nissan 280Z engine. That was an almost bolt-in replacement so it didn't disrupt the big Healey. It's now 100 pounds lighter with 40+ more HP.



*Steve Farrell's MGB.*

Wayne built his Cobra 21 years ago. It still looks like new, and the sound it makes is horrendous. Mike's car is still under construction, but it does crank up and run. He is finishing up the brakes now and will start on the body next.

After the visit, we went to lunch at a BBQ spot, and the awards were given out. The rally was a timed event where the drivers had to get as close to our layout time as possible. This was a joke because no right-minded sports car owner

would be driving at the posted limit on some of the best roads in Pensacola. So, that said, the car with the fastest time was **Steve Farrell**, in his MGB, who was awarded a pair of handcuffs.



*All lined up and mostly ready to go.*

The longest time award went to **Keith and Gail Sanders** driving their MGC GT, who received a jar of Grandma's Molasses. The award for the most precise time went to **Paul and Molly**



*Tabor Tompkins in his Caterham.*

*(story continues next page)*

## Road Rally, continued

Reese in their MGA. The award was an hour-glass that they can use for future rallies.

We only had seven cars doing the rally due to a conflict with another car club event and poor scheduling on the part of other members who don't have their priorities in the right order ☺. We did have a great time and a great drive, and it is always fun to visit someone's shop.



Two Cobra replicas—one complete, one a work in progress.



Austin-Healey, powered by Nissan.

## Silverhill Show

Held each year on Memorial Day weekend, the Silverhill Veterans' Memorial Car Show is an open event attracting the usual assortment of hot rods, muscle cars, and American classics, but for several years the three British clubs in the region—PBCA, SABCC, and the Mardi Gras MGs—have staged a mild British invasion, commandeering the southeast corner of the intersection of Highway 104 and CR 55 (this intersection comprises the crux of the show field). Thanks to the Mardi Gras MGs, who set up tents and flags, the British contingent had a comfortable and colorful place to show their motors.



Fred and Toni Veenschoten at the Silverhill show.

A group of five cars caravanned from Pensacola to Silverhill on the bright, sunny morning of May 27. Participants included **Fred and Toni Veenschoten** in their Morgan Three-Wheeler,

*(story continues next page)*

## Silverhill, continued

George and Diane Bruno in their TR6, Keith Sanders in his MGC, Mike Grieco in his MINI Roadster, and Ed. in my Jaguar XJR. Tom Schmitz and Linda Warren arrived later in Tom's MGTF and his Jaguar XJS, and Mike Japp brought his yellow Spitfire.

The British class winner was a 1962 MGA from Monroeville, Ala. Proceeds from the show are used to add names to the Silverhill Veteran's Memorial.



From top: four PBCA cars, L to R—Tom's XJS, Ed.'s XJR, George's TR6, and Keith's MGC; the class-winning MGA next to Fred's Morgan; Tom's MGTF 1500. All photos courtesy Dick Bishop, SABCC and MGMG member.

## June 3 Garage Day

On Saturday, June 3, a group of volunteer mechanics and onlookers gathered at the expansive Bob Manske Garage in Milton to work on cars belonging to PBCA members Cathy Saxton and Judith Gallegos. Ed. was unable to attend, but heard rumors that some work was actually performed [see p. 10 for an article on the new-old technology now available at the Manske garage-Ed.].



From top: Fred Veenschoten and Mike Grieco work on Judith's car as she looks on; Tom Matsoukas, new PBCA member Noel Eagleson, and the host discuss strategy with Cathy's car behind them. Photos courtesy Paul Reese.

## Welcome New Members!

PBCA welcomes the following new members who recently joined the club:

### Roy And Vicky Garrold



Roy and Vicky live off US 90 Alt. near Navy Federal. They have a 1939 MG TA whose name is "Maggie."

### Henry and Sandra Swift

Henry and Sandra live in Tallahassee and have 1973 and 1974 MGBs.

### Roy Gillam



Roy lives on Pensacola Beach and has a 1971 TVR Vixen.

## We Appreciate our BCF Sponsors!



*Delaney Cubley of Cub's Crawfish proudly displays her 2023 Brits by the Bay sponsor plaque. If you were a sponsor, or recruited one, please see **Paul Salm** for a plaque. We could not do the car show without our sponsors!*

## Godspeed, Gordon Levi



Former PBCA member **Gordon Levi**, pictured with his wife **Diane**, recently passed away. A memorial service will be held at Barrancas National Cemetery on June 16 [see details p. 3-Ed.].

# Wiring Diagrams

## Tech Tools and Tips

### MGA 'Barn Find' Project Becomes a Labor of Love

*story and photos by Terry Trovato*

You never know when you'll get the call: Someone has an old British car stored in a barn, shed or garage for decades and wants to get rid of it since no one in the family wants or cares anything about it.

And that's exactly what happened to SABCC member Lyman Dykes when he recently received a call from the widow of an old friend who had passed away. "She said she believed her husband had stored an old British car in a garage on a piece of property they owned, and added that the garage door had not been opened for 25 years," Dykes recalls. "She asked me to please come get it and haul it off because she wanted to sell the property." And with that, Dykes' "barn find" adventure began.

"I hooked up my trailer to my pickup truck and off I went to see what sort of surprise was awaiting me," Dykes explains. "We had to pry the



*The MGA sees the first light of day in over a half-century.*

lock off of the garage door since its keys were long gone, and when we opened the door, there sat a 1959 MGA in deplorable condition, but it was mostly all there," he says. With the help of a group of friends and a bit of tedious effort Dykes got the vehicle loaded onto his trailer and hauled it to his property. "And interestingly, there was a derelict MGB on the other side of the garage, and fellow SABCC member Noel Eagleson is going to acquire it," Dykes points out.



*Lyman Dykes inspects his find and luckily it contains only minimum rust.*

Dykes says that finding decent barn finds are usually few and far between, and to find an MGA that's been kept in a dry, enclosed garage for over half a century is even rarer. "I was very fortunate to get one in that condition with just minimum rust," he adds. His wife, Beverly, came out to view the MGA in its sad state and Dykes asked her, "Would you like to have this car?" She said she'd have to think about it but commented she really did like the flowing lines and style of the body. A few days later she announced, "I want it, but only on one condition:

*(story continues next page)*



## MGA Barn Find, continued

you will have to make sure you paint it Old English White.”

With that, Dykes has begun the complete restoration of the tired old MGA and says he will be doing almost all of the work himself. And he certainly has the knowledge, background and expertise to handle the task.



Old botched fiberglass repairs are removed with a hammer and screwdriver.

“When I mustered out of the service in 1961 I went to work for White’s Imports in Mobile as a Mechanic’s Helper,” he says. “Now White’s was a BMC/Volvo dealer but was attached to a Shell service station – BMC was having a hard time finding dealers back in those days.” He had only been there for several weeks when the boss gave him a daunting assignment: He asked him to overhaul an MGA Twin Cam engine. And from that day to this Dykes has performed just about every type of British car restoration and repair task imaginable, including performing a complete ground-up restoration on a 1959 Austin-Healey bug eye Sprite he has owned for 54 years. He has a 40 by 40 foot workshop on his property with just about every tool imaginable and as far as the MGA goes he will only farm out such tasks as bead blasting the components with walnut shells and painting the body.

“I promised Beverly she will be proud of the fin-

ished project, which I estimate will take about a year and a half,” he concludes, “and am pleased this car which belonged to an old friend will remain under my care.”

## A classic MGA advertisement

**Poetry in motion!** Soar into a new world of your own in the MGA '1600'. There's nothing quite like the way its swift new horses level the hills and the way it steps through tight bends with cat-like precision. And there's a gratifying feel of solid safety when its new disc brakes take command. No matter what you've been driving—no matter what it cost—you owe it to yourself to test-drive the new MGA '1600'. Call your BMC dealer and name the date today! And...ask him to tell you about the full 12 months' factory warranty.

*Safety* **MG** *fast!*

BEST KNOWN SYMBOL OF WHAT A SPORTS CAR SHOULD BE

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A product of THE BRITISH MOTOR CORPORATION, LTD., makers of Austin-Healey, Austin, MG, Magnette, Morris and Riley cars. Represented in the United States by HAMBRO AUTOMOTIVE CORP., Dept. H, 27 W. 67th St., New York 19, N. Y. Sold and serviced in North America by over 1,000 distributors and dealers.

Here's the text in the body of the ad:

“Soar into a new world of your own in the MGA '1600.' There's nothing quite like the way its swift new horses level the hills and the way it steps through tight bends with cat-like precision. And there's a gratifying feel of solid safety when its new disc brakes take command. No matter what you've been driving—no matter what it cost you—you owe it to yourself to test-drive the new MGA '1600.' Call your BMC dealer and name the date today! And . . . ask him to tell you about the full 12 months' factory warranty.”

## Sun Distributor Testing Machine

*story and photo by Fred Veenschoten*

I was recently able to obtain this wonderful machine out of the late Bob Lembcke's shop. It now resides in **Bob Manske's** shop in Milton, Fla. Bob did a great job of cleaning it up from its dismal state when it arrived. Bob and I then worked on it tirelessly to get it into full operation.

These machines are getting harder to find these days, but their usefulness is without question. Our old cars get badly worn over the years and miles driven. Their distributors reach that point too. This device has been overlooked by most car owners who think "if it cranks and runs it must be OK." Well, running and running well can be two very different things as I found out.

I put the distributor from my 1952 English Ford powered Morgan 3-wheeler into the machine. This unit is supposed to have 20 degrees of mechanical advance beginning at 300 RPM and ending at 1800 RPM. I was quite surprised to find it had a total of 5 degrees of advance! The car drove OK, so I had not been too concerned about it. Now I am concerned.

My solution was to not spend two to three hundred dollars to have it rebuilt by a "professional." Instead, I took an old Sprite distributor and modified the drive end of it to fit into the Ford engine. I then put the unit into the Sun machine and found that it had 28 degrees of advance, which was too much for the side-valve Ford engine. Additionally, the advance started too early. With limited space here, I won't go into everything that I did, but it now has 20 degrees of advance and starts and ends where it should. I was gobsmacked when I drove the car the next time. The acceleration was much more brisk with no hint of ping.

The Sun machine has a rotating strobe light that

flashes every time the points open. You can see an arrow reflect this around the large degree wheel at 90 degree intervals. This will indicate if the cam is worn. You can slowly increase the RPM and see at what speed the advance starts to



*The Sun 400 distributor tester*

move and at what RPM it moves no further. You can also adjust the point gap to obtain the correct dwell. You can then measure the point gap and maintain it at that point. You can then use a Mity-vac and test the vacuum advance. You might be amazed with the results.

This machine is now available for anyone to use. Just let **Bob Manske** know, and you can come to the next shop day at "The Milton Stables."

*[Fred, thanks not only for this great article, but for your and Bob's work to rescue this fine old machine and make it available to car enthusiasts in our area. Ed. has attended several of Bob's shop days and he is always an extraordinarily gracious host. By the way, Ed.'s quick eBay search revealed that these machines are quite valuable, which means that the club is fortunate to have access to one.-Ed.]*

The Best of

## Pierre's Wisdom

Pierre Fontana

**Bad Habits and Asbestos Residue**

I had the opportunity to replace the clutch in a very nice 1980 MGB with 60k miles. This was the first time the engine was out and it was nice to see all the parts in place as they should be. The car had just gotten a new owner.

The throw-out bearing was totally destroyed, and fell in pieces when I pulled the engine out. A few British cars, like Jaguars and MGs, still used the old technology with no ball bearings and a cake of graphite, like a donut. It works perfectly, but every time you put your foot on the clutch pedal, you wear a little off, so keep your foot off. Start in neutral, ALWAYS, stay in neutral at red lights, or in heavy traffic, and do not ride the clutch. This is a sign of a bad driver. Use it to shift only, and it may last more than 60k miles.

When I was discharged from the Air Force, I was offered a job running the laboratory at the VI District TB hospital on St. Anthony St., the old Marine Hospital. We had 120 patients. They gave me an apartment and the use of a five-car garage to work on my foreign and antique cars, but in return I was on call 24/7. I supplemented my income by buying old XK Jaguars with bad clutches for a few hundred dollars. In those days, not too many owners or garages looked forward to pulling the engine out to replace a clutch. I enjoyed driving them and selling them. Those were the days . . .

With this MGB's new clutch, from my favorite vendor, Moss, came a veiled warning. It made me think. They had a picture and a warning to never use an air hose to blow dirt and grime away; the reason is ASBESTOS. Old clutch and



All photos courtesy Pierre Fontana



Top, throw-out bearing; bottom, clutch fork.

brake material contains asbestos, a fantastic heat shield, and the best idea at the time. The moral of the story: asbestos is in many places on an old MG, such as head gaskets, manifold gaskets, brake pads, brake shoes, carburetor shield plates, and converter insulation. Remember Steve McQueen? That is what did him in. Learn how to protect yourself.

*Pierre Fontana is a technical advisor for SABCC. This column originally ran in August 2014.*

# Spare Wires

News on British Cars and the Hobby

## Anglia - Built Ford Tough

from [anglia-models.co.uk](http://anglia-models.co.uk)

In 1961, the British Petroleum Company (BP) undertook a test on six cars. The purpose of the test was to see whether a particular BP lubricant, BP Visco-static Motor Oil, could help to reduce wear of a car engine's cylinder bores, pistons, bearing, valve stems and all parts lubricated by the sump oil; and thereby also reduce the rate of oil consumption expected by the six cars.

### What the Trial Consisted of

The trial would consist of 100,000 miles of compressed driving in all sorts of conditions. The six cars would be expected to travel the equivalent of 12 years average family motoring in just nine months. To make the test fair and impartial, the cars were selected and observed throughout the test by the Royal Automobile Club (RAC). The RAC would supervise every aspect of the running and carry out the final strip down, inspections and measurements of wear. The sumps and cylinder heads of the engines were sealed by the RAC prior to the commencement of the trial. It was also a condition of the trial that if any engine parts dependent upon the efficiency of the lubricant, required repair or replacement at any time, then that car would be disqualified from the total trial.

### The Beginning of the Trial

The trial began on the 26th April 1961, when the RAC representatives started visiting car showrooms in search of new cars. On that first day they selected a Morris Mini Minor, a Ford Anglia and a Vauxhall Velox. Six days later the

RAC bought a Triumph Herald, a 3.8 litre Mark 2 Jaguar, and finally on the 26th May, a Hillman Minx (purchased after the other cars had started the trial). Each car was a standard production line model, with the supplying showrooms having no knowledge of why the cars had been bought.

The Ford Anglia chosen was a new 1961, 997cc, deluxe model, registration number 292 DNM, chassis / engine number 105E 318774. It was purchased from the showrooms of Luton Motor Company, 326/340 Dunstable Road, Luton, with an initial odometer reading of 91 miles.

The cars were taken to the BP Halfway Garage at Luton, where the engines were sealed by the RAC, and the existing oil was drained and replaced with BP Visco-static Motor Oil. Special



*The test Anglia on the Motorway*

*(story continues next page)*

## *Ford Anglia, continued*

Helda Pilots (mileage instruments calibrated to be 99.5% accurate) were fitted. The refueling, servicing, repairs and “top-ups” on all of the cars would be supervised by the RAC and undertaken by Halfway Garage. Any servicing, where practicable, would be undertaken at the normal manufacturer’s service intervals.

### **The Start of the Driving Trial**

On 1st May, five of the six cars were rolled out onto the M1 to start the first day of their nine-month trial. The Anglia’s odometer reading at the start of the test was 156 miles. On that first day the Anglia clocked up another 415 miles.

The cars were on the road by 7am every morning, with two drivers per car working in shifts. The cars were driven all day with just the normal meal breaks for the drivers. During the summer, the cars were driven for up to 15 hours a day, and in the winter they were driven to 9pm at night (where practicable) and for six days a week.

Most of the miles were undertaken on the M1 motorway, where the miles could be clocked up safely and quickly. By 25th May, the Anglia had already clocked up 10,000 test miles, and by the end of June, another 10,000 miles.

Part of the trial also consisted of the cars tackling town and country roads. (You must remember that in 1961, there were hardly any motorways in the UK. Once off the M1 the cars would be back on roads that were still evolving from before the Second World War.) This part of the trial more consistently represented where the average family would be using their vehicle and the type of conditions they would be tackling daily. The trial also included one week in the Lake District of Cumberland.

By November the 25th, the Anglia had clocked up 90,000 miles. By now though, the weather



*Weather conditions were much worse by the end of the trial*

had deteriorated badly, making the last 10,000 miles tricky for the cars and drivers, but by January all six cars, including the Ford Anglia, had made it; 100,000 miles in nine months. The final mileage for the Ford Anglia was 101,495.

### **The Results of the Trial**

Now it was time to see if the oil had done what the trial was asking of it. The cars were taken to the BP Research Centre at Sunbury-on-Thames, where the engines were stripped down under strict RAC supervision and accurate measure-



*Ford Engineers inspecting the Anglia’s Engine Components*

*(story continues next page)*

## Ford Anglia, continued



Testing in the Lake District of Cumberland.

ments taken for wear of all of the relevant parts.

The relevant manufacturers were invited to inspect the car engines and comment on them, after all of the measurements had been taken.

The RAC published their reports for each car, with the Ford Anglia one being RAC "Report on Trial No 833" which could be requested from the RAC. The summary report consisted of an

A3 size document that folded out to reveal four A3 pages of information. You could also request a copy of a brief case history of the Anglia that described each service interval and what things had had to be done to the car over the length of the trial.

The published averages for the Ford Anglia are shown in the table below. Total petrol consumed on the trial was 2,255 gallons.

BP produced a booklet that described the trial and gave pertinent extracts of the RAC reports for each vehicle together with some vehicle manufacturers' comments.

[This article and the pictures and table in it are from the [Anglia website](#). The link to the original article is [here](#). Ed. thanks "Anglia-phile" and owner Mac McNamara of SABCC for sending this story. Incidentally, Ed.'s brother had a 1978 Ford Fiesta, which used a variant of the Kent engine. The Kent made its debut in the Anglia 105 series, the car used in this test.]



The McNamara Anglia at Brits by the Bay in this test.]

Month	MPH	MPG	Oil Changes	Top-ups	Miles to 1 Pint	Monthly Test Mileages
May	35.8*	42.9 *	-	-	-	-
	46.6	47.3	17 1/2 Pints	6 1/2 Pints	1,816	12,711
June	47.6	45.1	13 1/2 Pints	8 Pints	1,811	14,489
July	47.8	45.1	18 Pints	8 Pints	1,873	14,986
August	48.2	44.8	13 1/2 Pints	7 1/2 Pints	1,428	10,714
September	48.1	46.2	13 1/2 Pints	7 1/2 Pints	1,911	14,333
October	48.3	44.4	22 1/2 Pints	4 Pints	3,503	14,013
November	47.6	44.3	17 1/2 Pints	2 Pints	5,110	10,220
December	47.5	42.5	9 Pints	1 Pint	6,270	6,270
January	46.4	41.7	-	-	3,759 +	3,759
<b>Averages and Totals</b>	<b>47.1</b>	<b>45.0</b>	<b>125 Pints</b>	<b>44 1/2 Pints</b>	<b>2,280</b>	<b>101,495</b>

\* = Running In period of Approximately 3000 Miles

+ = Last Oil change 21st December. No additions after this date.

## Auction Roundup: Automobilia

[The auction houses sell some items that are not cars-Ed.]

### Illuminated Lucas Sign



**Sold** for \$2,800 on Bring A Trailer

*Approximately 24" across, 12" tall, and 5.5" deep, this sign has a metal frame and a glass face. Red letters are set off from the blue face with a shadow effect. As one would expect, the auction comments covered the gamut of jokes and snide remarks at poor Joseph Lucas' expense.*

### Jaguar Sign and Tool Roll



**Sold** for \$5,500 on Bring a Trailer

*Offered for auction in Cambridge, England, these items were owned by the seller's family for more than five decades. The lighted sign is about 24" wide and 10" tall, while the tool kit is from a Jaguar XK120. The latter includes screwdriver, a Lockheed bleeder drain tube, four double-sided open-end wrenches, three box wrenches, pliers, and tire levers.*

### 1964 Bristol Lodekka Double-Decker Bus



**Sold** for \$38,850 on Hemmings

*Converted to a rolling pub in 2000, this bus offers seating on both levels, a mahogany bar with three beer taps on the main level, and an aircraft-style toilet near the stairs. The running gear was replaced during the conversion.*

## Coming Soon

### Activities Just Keep Coming

The warmer months are slower-paced – right? Not if you are a British car enthusiast! These events are on the docket:

- **Club Excursion to Dauphin Island via road and ferry, June 24, 2023:** We will meet in Lillian to caravan to Fort Morgan, take the ferry to Dauphin Island, have lunch, and caravan home. The trip will start from Lillian (parking lot at 34463 US-98) at 8:15 a.m. The ferry is \$18 per car and \$7 per person.
- **Tri-Club Pig Roast, July 23, Tom Schmitz** home, Lillian: Held each year at Tom's home on Soldier Creek, this event brings together members from SABCC, the Mardi Gras MGs, and the Panhandle British Car Association for all the roast pork, salads, sides, and desserts you could possibly want. Best of all, it's free! You only need to bring a dish to share, and whatever you care to drink. British cars get preferred parking. You will enjoy seeing Tom's onsite garages and his vast collection of model cars, relaxing by or in the pool, and watching boats go by. Additionally, **Tom Matsoukas** plans to bring his pontoon boat, so you might be on of those boats that go by!
- **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).

# PANHANDLE BRITISH CAR ASSOCIATION

2023 "Brits on the Bay" All British Car Show

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Jay's Mobile Mechanics	Warrington Chiropractic Clinic
JRH Enterprises-John Henry	George E. Wakeman
Mike Ryan's Truck & Auto Accessories	Bill & Donna Weeks





# Classifieds

## MGB Projects or Parts Cars

Red car \$300; green car \$500. Both are rough, but the engine in the green car turns freely. For more information, contact Ben Cummings, who can put you in touch with the seller.



*Ben Cummings*

[ben@cummings-architecture.com](mailto:ben@cummings-architecture.com)

## 1971 Lotus Europa S2 Project

Lack of garage space, age and health force me to sell. I was doing a frame off restoration and starting to put it together, but it is mostly in boxes. Many new parts. Car is in Mobile.

*Bob Bulfin*, [bobbulfin@gmail.com](mailto:bobbulfin@gmail.com)

334-559-9155

## 1978 MGB Roadster

Here is a beautiful 1978 MGB Roadster that I have owned for over 10 years. Originally a California car, I have had it resprayed in original white color, fitted a new soft top, a leather interior and renewed the carpet. I also added new Mini Mag wheels and rebuilt the braking system and much more. The car has electronic ignition and starts and runs great.

My asking price is \$9,000 ono and the car can be viewed and driven in Fairhope. The only reason for selling is I have purchased a 1967 Jaguar XK-E coupe and do not have storage for both cars.

*Jack Steinmetz*, 713-851-7609



## Wanted – Sunbeam Autos

South Alabama area.

*Tom Renick*, 251-661-8333

# Wire Nut

Michael King

## Diversity - a Good Thing?

Some of you know that I recently began working at AutoZone (specifically, the store on Pensacola Blvd., just south of Nine Mile Rd.). I'm a "parts sales manager," which means I work the counter, stock shelves, answer phones, sweep floors, and do whatever else needs to be done. I also can close the store, which means my shift usually ends at 9:00 p.m.

In my first three weeks at the store, perhaps the biggest revelation is the sheer number of parts we carry. Besides the floor stock (such as oil, filters, batteries, wiper blades, chemicals, and cleaning products), we have literally thousands of "hard parts." These include brake pads and rotors, spark plugs, electrical components, belts and hoses, radiators, chassis parts, and much more. The first step we take with almost every customer is to ask "year, make, and model." Otherwise, we would spend hours trying to get customers the parts they need.

All of this diversity sometimes makes me wonder: do we really need so many different cars and trucks? Can't everyone drive an F150, a Camry, or a Tahoe? Can't more parts be standardized?

Of course, the answer is a resounding "NO!" A vehicle that meets my needs will very likely not meet yours. Some need lots of seats, some need cargo space, some need towing capacity, some need economy — you get the picture. And speaking of pictures, the one in this column's header is proof that one vehicle might not meet even the needs of one person. After all, I need a daily driver (my black Jaguar), a show car (the white one) and a fun car (the convertible). Not includ-



ed in this picture is my MGB, which meets my need for a semi-classic car.

All this diversity means more parts for parts houses to stock. Engineers have to design engines, transmissions, and chassis systems to fit the various vehicles customers want. Regulatory requirements, improvements in technology with the passage of time, and consumer preferences dictate design.

In the British hobby, we are fortunate that models which comprise its foundation were simple designs produced for many years with relatively few changes (e.g., the MGB). That's allowed a robust industry to develop which offers after-market components, almost to the extent that one can "order a new car from a catalog."

However, as newer models achieve collector status, their more complicated designs and the increasing use of plastics could mean the parts one needs to keep a car on the road will be made of that most elusive of elements, "unobtainium." I have already begun to see this with parts for my 2001 Jaguar (the white one), for which some components were designed thirty years ago.

As we move forward, hobbyists will have to be more creative in sourcing the parts we need to keep these cars on the road. Fortunately, online parts houses, eBay, and 3D printing are helping.

So, I'm glad we have diversity, even with its complications and threats. No offense, but I really don't want an F150 as my only vehicle!

## Now Available – PBCA Shirts (and more)

### ORDERS NEEDED—ONLY THREE REQUESTED SO FAR

In 2021, when searching for a way to get new club shirts for SABCC members, *Ed.* decided to try a company named Queensboro, which was filling my inbox with promos. That worked out very well, and SABCC members have now ordered 40 shirts with no complaints.

I uploaded the PBCA logo with them, and ordered three shirts (see photos, right). I think they look great. With shipping and tax, I spent less than \$90, total.

Queensboro offers a large variety of shirts, jackets, hats, and other items, in men's, ladies, and youth styles, all of which can be embroidered with the PBCA logo. Thread colors can be changed to complement the color of the item. Many SABCC members have ordered the Port Authority Silk Touch Polo, which comes in lots of colors and a men's (style 1140), men's with pocket (1143), and ladies' (1130) versions. They're about \$30 – \$35 on sale, including tax and shipping.

Here's how the process works:

1. Visit the [Queensboro site](#), find a shirt (or other item) you like, and note the style number, size, and color name (make sure the item is available in your size and color).
2. [Send me an email](#) listing what you want, including quantity, style number, color name, and size for each item.
3. When Queensboro runs one of their sales, I will place a group order – **but we need at least five to get the best pricing.**
4. Once the order is placed, I will send you an email with your total, which will include the price of your items plus shipping and tax.
5. When I receive the order (usually a couple of weeks) I will let you know.
6. I'll deliver your items at the next club meeting or event, and you'll reimburse me.

Simple, right? So, start shopping, and send me your list! If you have any questions, call or text me at 251-689-1040.



*Left, a close-up of the logo (it's round, and straight—blame bad photography)*

*Right, from top, a short-sleeve button-down, a red polo, and a heather blue polo*

## Just one more thing, please . . .



*One of a kind? SABCC-er Tommy Hartwell sent Ed. a photo of this 1967 Land Rover Bell Auren Longnose, which began life as a 109" Series II A Defender. The German gearheads who created the thing intended to use a Merlin 27-litre V12, but German motor authorities nixed that idea, so a Land Rover 4.6L V8 was bored out to five litres, developing about 345hp. This is the only production model, as lack of funding killed the project.*



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