



*smoke in the wires*

March '23



# From the President

Bill Weeks

## Why join the Panhandle British Car Association?

People join organizations, groups and clubs for many different reasons. For VW owners, there is Rare Air; for Mustang owners, there's the Mustang club; and there are Corvette clubs, Porsche clubs, and Hot Rod clubs galore. But the British Car Clubs cover the widest array of marques. MG, Triumph, Jaguar, Morgan, and Land Rover are the most well-known and only scratch the surface of manufacturers from across the pond.

What are the reasons people join car clubs?

1. **Social** - A car club is a great place to socialize! It allows for members from different areas of life to meet up and share a passion with other avid enthusiasts. If you're new to a city, looking for a car club is a great way to meet new friends and even colleagues with whom you may form life-long friendships.
2. **A place to learn** - If you're new to a particular make of vehicle, a car club can be a great place to learn more about your car from others that own the same type of car as you. Not to mention, PBCA hosts garage days where you can ask the mechanical experts all the technical questions you have



about your favorite car.

3. **A chance to show off your car** - Joining PBCA is a great way to show off your car to those who will appreciate it for the same reasons you do. From the beautiful body of your car to the stunning mechanical feats, enthusiasts are great people to share a passion.
4. **Opportunity to help others** - When you first join PBCA, you may be new to the ins and outs of your car, but by the time you've settled in, you may one day find yourself as the expert, with others asking your opinion on useful tips and tricks to help new members get the most out of their precious automobile.
5. **Access to car shows** - This one falls in line with the joy of showing off your car, but one of the added benefits of joining PBCA is gaining access to car shows. Car shows are a great place to view a wide variety of cars that you have always wanted to see or ask about without any added pressures.
6. **Philanthropy** - PBCA partners with the Humane Society of Pensacola in an effort to give back to the community. When you are part of PBCA, it IS a great way to give back to the local community that you live in.

*Bill Weeks is the president of PBCA.*

## PBCA Club Officers

President	Bill Weeks
VP	Bob Manske
Secretary	Monica Bachmann
Treasurer	Karen Ianniello
Newsletter Editor	Paul & Leigh Salm
Technical Advisor	Mike Darby
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Member at Large	Paul Salm
Member at Large	Tom Schmitz
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***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

### March 18, 2023

**Fairhope Arts and Crafts Car Display**, 9:00 a.m. Enter from Bancroft St. north of Morphy Ave. No fee.

### March 20, 2023

**Club Meeting**, The Hangar, Milton. Eat at 6:00, meet at 7:00.

### March 25, 2023

**British Car Day**, New Orleans, registration form [here](#). Fee to show a car is \$30 until March 16, \$35 thereafter.

### March 26, 2023

**Cruise-In**, Pine Forest Baptist Church, details to be announced.

### April 10, 2023 (NOTE DATE CHANGE)

**Club Meeting**, The Hangar, Milton. Eat at 6:00, meet at 7:00.

### April 14 and 15, 2023

**Brits by the Bay**, Pensacola, registration form [here](#). Fee is \$25 in advance, \$30 day of show.

## March 2023

Sun Mo Tue We Thu Fri Sat

			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18 Fairhope Arts
19	20 Club Meeting	21	22	23	24	25 New Orleans
26	27	28	29	30	31	



# Tight Connections

## Club and Member News

### Fish and Chips Tasting Rally

story by *Paul Reese*

photos by *Mollie Reese and Ed.*

The March 11 Fish and Chips Rally goal was to sample fish and chips at three places. Our event started well at Sir Richard's Pub, which was a great outdoor venue. The fish [*a generous portion of tilapia-Ed.*] and chips from their permanent food truck were excellent!



*Brits in the lot. We also had a Mini and a Land Rover.*

Then we were on to the Fish House...where we found an hour and a half wait. Well, this is Spring Break. So off to the Kingfisher for orders

of fried fish (mahi) and French fries. We got very good food again and great service!

Then we were off to the Oar House. Mid afternoon should be no problem. Another hour and



*Mahi at Kingfisher. Ed. recommends the Lemon Chess Pie.*

half wait...so we were off to Cub's Crawfish, only to again find a crowded place, so we did a to-go order, bought Zapp's Chips and ate at the **Reese's** fire station building. So our day finished with crawfish and chips!



*A wide view of the rally team at Sir Richard's Pub.*



## Garage Sessions

**Bob Manske's** latest work day, March 7, at his expansive garage in Milton involved flushing and bleeding the brakes on **Tim Maynard's** MGA, and performing several steps of the John Twist tune-up (see article on p. 6) on **Bob's** own



*Fred and Tim work on bleeding Tim's brakes.*



*Pondering the pneumatic bleeder.*

MGTF. As usual, **Fred Veenschoten** did the bulk of the wrenching, while other participants offered advice [of which at least 10 percent was helpful-Ed.]. These photos prove that some work actually did occur.



*Fred listens to air flow through the TF's carburettors while Paul Reese observes and Bob attempts to share great insights.*

## Brits by the Bay is a Month Away

Our annual car show is the biggest and most important event on the PBCA calendar. It's our opportunity to show off our cars, our club, and our community to British car enthusiasts from across the southeast and beyond. We need:

- **Registrations** – please register your car as soon as possible. Registering before the day of the show saves you money, helps with planning, and prevents long lines on Saturday morning.
- **Sponsors** – the financial success of the show depends on community sponsors. Reach out to businesses you use, and consider sponsoring a class yourself. Sponsorships start at just \$40.
- **Volunteers** – for the Friday dinner and the show itself, help from all members is essential. Contact **Bill Weeks** or **Tom Schmitz** to find where you are needed.



# Wiring Diagrams

## Tech Tools and Tips

### We're All MGB Experts Now

story by *Michael King*

photos by *Robb Ogletree*

"MGB experts" might be an overstatement, but the 57 people who attended SABCC's February 4 Tech Session at the Eagleson "Garagemahal" certainly know a lot more about MGBs than we did before the day-long seminar. With SABCC member Dick Bishop's 1966 MGB, "Brooke," as the subject of his mechanical makeover, true MG expert John Twist spent an entire day completing a remarkable transformation, all the while



*A colorful array of British cars at the tech session.*

entertaining his audience with advice, stories and general good humor.

After everyone had a chance to get a cup of coffee, and a doughnut or two, John began the morning with a refresher on shop safety. Other than the possibility of being crushed to death, electrocuted, suffocated, incinerated, disfigured, lacerated, or maimed, garages are very safe places to be. John illustrated his admonitions with real stories of people who met unkind fates. He

also reminded us that shop cleanliness is important to shop safety and one's overall happiness and joy.

Turning his attention to Brooke, John began a systematic procedure described in a handout he distributed. He began with preliminaries, including the basic health of the engine, its emission system, the condition and level of oil and gas, and a visual inspection.



*John used a camshaft to explain his valve adjustment technique.*

John then focused on the engine. He did a compression check, allowing the engine to turn over ten times for each cylinder. The plugs were checked and gapped, and the cylinder head was torqued to 50 ft.-lbs. Perhaps the most fascinating part of the day was the valve adjustment, which took John longer to describe than the five to seven minutes he actually spent adjusting the valves.



*The group filled the back room at Kravers.*

(article continues next page)

## SABCC John Twist Tech Session, continued

After lunch at nearby Kravers Seafood Restaurant, John resumed the tune-up with a check of



*Removing the bonnet made working on the cylinder head easier.*

the ignition system, ensuring the appropriate functioning of the distributor, points, condenser, coil, and the vacuum advance unit. He reset the static timing to 32° BTDC.



*Cleaning the points.*

For the twin SU carburetters, John removed the suction chambers and float bowl lids, cleaned everything and made necessary adjustments, noting that the key with these carburetters is ensuring that each functions exactly the same as its mate. A surprise to many of us was his choice of 90-weight gear oil for the carburettor damper pots. John explained the heavier oil provides ad-

ditional resistance, resulting in a higher velocity of air and thereby improving acceleration.

At the end of the day, Brooke, which began the morning running noticeably rich and with a ragged idle, was a much happier car, and the participants who watched her makeover were al-



*Explaining SU carburetters.*

ready talking about a seminar next year. Fortunately for them, John has already said he would like to come back.

An event such as this does not happen without preparation and effort. SABCC's team included Rick Black, Dick Bishop, Ben Cummings, Donna and Noel Eagleson, **Michael King**, Mattie Lee, Peter Lee, Don MacDonald, Tom Renick, Dave Roloson, and Frank Stabler. They made arrangements, cleaned the Garagemahal and the yard around it, moved cars, set up chairs, got refreshments, and generally made sure the day went well.

A couple of weeks after the session, I emailed Dick to see how the car was running. His enthusiastic response: "Brooke is running sweet and smooth! Quicker acceleration and better MPG. I had her out yesterday for a 30-mile run. Wonderful!"

John Twist offers a wealth of technical advice on his website, and holds weekly online tech seminars. Visit [universitymotorsltd.com](http://universitymotorsltd.com) to learn more and get on his mailing list.



# Coming Soon

Spring is a busy time in the car hobby! Here's more details on upcoming events :

- **Fairhope Arts and Crafts Festival Display**, March 18, 2023, Fairhope, AL, 36532: Sponsored by the Mardi Gras MG Club, this is a non-judged display of British cars. Held on the campus of Coastal Alabama Community College on Bancroft Street, north of Morphy Ave., the event is free and offers the best parking for the Festival. The field opens at 9:00 and you may come and go as you please. No registration is required.
- **New Orleans British Car Day**, sponsored by the British Motoring Club of New Orleans, March 25, at St. Mary Magdalen School, 6421 W Metairie Ave, Metairie, LA 70003. Registration is open from 9:00 to noon, and SABCC caravans to the site. *Ed.* can forward you an email from BMCNO allowing registration by return email and online payment.
- **Gathering of the Faithful (GOF) South 2023**, April 20 – 23, Gainesville, FL: Considered the premier regional event for the MG community, this is the closest GOF to our area in many years. Details are available [here](#).
- **Silverhill Car Show**, May 27, intersection of Hwys. 55 and 104, Silverhill, AL, 36576: A fundraiser for the veteran's memorial, this show offers a British class, and the southeast corner of the intersection is always claimed for His Majesty. The registration fee is \$25 and the form is [here](#).

## "Laws" of British Car Life

Tony McLaughlin shared several "laws" with *Ed.*, who selected the ones which seem to particularly apply to living with British cars:

1. Law of Mechanical Repair- After your hands become coated with grease, your nose will begin to itch and you'll have to pee.
2. Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible place in the universe.
3. Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.
4. Law of the Results - When you try to prove to someone that a car won't work, IT WILL!!!
5. Law of Biomechanics- The severity of the itch is inversely proportional to the reach (especially when you're under a car).
6. Law of Logical Argument - Anything is possible if you don't know what you are talking about.
7. Law of Strategy - As soon as you find a product that you really like, they will stop making it OR the store will stop selling it!



PBCA member **Eddie Toenes** recently added another car to his growing collection, a Triumph Stag parts car (with a GM V6) from the estate of SABCC member Stuart Waddington. Good luck, sir!



The Best of

# Pierre's Wisdom

Pierre Fontana

## Tips for Abandoned Toys

A flat-bed tow truck delivered a nice old Sprite with low miles. The car had been in storage for 12 years. It would not roll off the wrecker, as the brakes were “glued” to rear drums. Do not leave the emergency brake ON while a car is stored; use blocks if it is on an incline [*or better yet, store it on tire dollies or jack stands to keep the tires from flat-spotting-Ed.*].

I had a time freeing the drums and the hell of a time unloading the thing, using the flat-bed incline and a come-along, and my floor jack.

The second problem was that the hood release handle came off in my hand as I yanked really hard. The cable had rusted in its housing. Releasing the hood before storing a car would be a good idea too. On the Sprite it is easy to reach with a long, thin screw driver to open it through the grille.



*The engine of the old Sprite, showing the effects of “unplanned” storage*

*photo courtesy Pierre Fontana*

the inner fender where the latch was located, and if you knew where and how, you could shove a steel wire in the hole and release the hood, one side at a time. Popping the hood on a Triumph TR-6 with a broken release is almost impossible without scratching the paint, so lubricate the hood release, and make sure it is adjusted right.



*Another view of the Sprite's engine*

*photo courtesy Pierre Fontana*

Small animals nesting under a car's hood have a liking for the cotton wrapping on wiring harnesses, but not the plastic insulation, which is good thing. Maybe a few moth balls might stink them off.

If a car is going to a “planned” storage, then it needs a lot of preparation to save you money later. Since I bill by the hour, I like the unplanned.

*Pierre Fontana is a technical advisor for SABCC. This article first ran in June 2014.*

I remember the new Jaguar XJ6 and 12 had a hood release problem. Jaguar drilled a hole in

# Spare Wires

News on British Cars and the Hobby

## Is that an MGA?



John Twist shared these photos of a unique MGA fastback he saw Feb. 12 at Stoneleigh Park, England, at the MG / Triumph Swap Meet. Ed. thanks Ben Cummings for getting the photos from John and permission to share them.

According to a [website](#) Ed. found, "The stylish fastback aluminum bodied MGA was the brainchild of Warren Kennedy of Classic Restorations in Bedfordshire; through his passion for exotic sweeping bodylines and Italian design Kennedy has taken a pure British marque and added his elegant vision."

## Auction Roundup – Black Cars

### 1959 Ford Anglia



Sold for \$5,600 on Bring A Trailer

*An interesting combination of black over orange and white, this Anglia was in running and driving condition, but did have some corrosion, a rough idle, and some clutch chatter. Still, this was a cheap, cute car.*

### 1971 Triumph Stag



Sold for \$18,500 on Bring a Trailer

*Triple black – paint, interior, and top – works well on the Stag, even if this one was originally red over tan. The car has some wear and tear but commenters considered it well-bought.*

### 1969 Jaguar E-Type



Sold for \$51,500 on Bring a Trailer

*Is black over red the original scheme for this Series II coupe? Since the seller did not have a Jaguar Heritage Trust certificate, that was undetermined. What the seller did have was a car be rescued, and completed more than \$21,000 in mechanical repairs on top of the \$35,000 he paid for it. However, the car will need thousands more invested to bring top dollar the next time it's sold.*



## The 250,000<sup>th</sup> MGB

*story and photos by Rodney McDonald*

An important part of British car history has resided in Mobile for over half a century and most of us were never aware of it: The 250,000<sup>th</sup> MGB built by the Abingdon MG factory.

Around 1970, the management team at British Leyland became aware that MG had far exceeded their previous model production record set by the MGA with over 101,000 built. The runaway success of the MGB meant that production was about to achieve the quarter-million mark. At the time, this was an incredible achievement for a two-seat sports car. BL's publicity people knew they had an opportunity to promote this milestone in their largest export market – the USA.

It was decided that the 250,000<sup>th</sup> MGB would be given away in a nationwide contest designed to get the public to visit their local MG-Austin dealer to enter the contest. Ads were placed in American auto enthusiast magazines promoting the contest as well as reinforcing their image as "The sports car America loved first." One of those entrants walked into White's Imports, the MG-Austin dealer in Mobile and filled out his form.

And he would win.

William Lewis Newton, or "Fig" to his friends was a young former Marine and recent Springhill College graduate who was working in the construction industry in Mobile. He was likely stunned when he got word that he had won the car and that it would be presented to him at the recently-opened Road Atlanta race-course on November 28, 1971.

BL outfitted Fig in a snazzy windbreaker jacket emblazoned with both MG and British Leyland logos and presented him with the keys to his Blaze Orange 1971 MGB/GT. Publicity write



ups and photos were circulated to the print media, BL and MG had their day in the sun and Fig had his MGB.

Apparently, Fig was no MG enthusiast, but he drove the free car for some time until he parked it in a vacant lot around ten years later. He had moved on to Birmingham which he made his permanent home, but the MG stayed behind in Mobile.



Tony Wilson is enthusiastic about MGs and really all things related to transportation. He drove through his high school years with his own 1971 MGB/GT painted in another shade of '70s earthtone orange called Bracken. Around 1984, Tony became aware of the forlorn contest car through a friend who told him about it. Tony said that his friend became more and more insistent that he look at it and finally, he did. Tony negotiated with Fig and a deal was struck for

*(article continues next page)*

*MGB 250k, continued*

the MGB/GT, the promotional signage and the documentation that came with the car. After borrowing a trailer, Tony got the car to the garage on a property he owned in Mobile. And there it stayed parked for almost 40 years.

At the 2000 edition of British Car Festival at Fairhope Beach Park, the day's events had wound down and the show was being packed away when a gentleman approached my brother Alan and me and chatted about his special MGB/GT. He showed us photos of his car with the BL/MG rooftop sign indicating that it was the 250,000<sup>th</sup> MGB built. Our conversation was brief, our attention was asked for elsewhere and the man with the photos was gone. We never did find him.

In the mid-2000s SABCC had a rudimentary web site that I set up and ran to the best of my limited ability. At one point, I had a link to a page on the site asking about the 250,000<sup>th</sup> MGB and I provided a contact email address. The subject came up in 2009 in the North American MBG Register's publication *The MG Driver*. And several forum conversations cropped up in the MG Experience web site. I added a post in the blog I kept up for a few years asking about the GT. Nothing came of any of it.

In 2020, I was contacted by email by Tony Wilson stating that it was he that we chatted with at BCF 2000 and we would be welcome to visit at a time convenient for us all. Then the pandemic roared through our lives, upending anything like normality. The visit would have to wait.

This year, we began the email conversation anew and set a date where we would finally be able to see this potentially historic MG. Being from Missouri, mild skepticism is part of my being. After all, more than a few MGBs have been offered for sale as being THE 250,000<sup>th</sup> car when in fact the original selling dealer had applied a

promotional badge set celebrating that production milestone and they were available to anyone who asked for them.

The day visit had arrived and it was absolutely pouring down rain. Tony had recently retired from a career associated with Sears, Roebuck & Co as a hometown store operator and service technician. He moved from Mobile to his home in Lucedale, Mississippi and that was where the car had also been moved to just a few days before my brother, Alan and I visited.

Following Tony's directions, we arrived at his warehouse without a hitch and he was there to greet us. Stepping inside and out of the rain, we were treated to the sight of a Blaze Orange MGB/GT with a hand lettered plywood placard proclaiming this car to be the 250,000<sup>th</sup> MGB built. We took it all in for a moment, walking



*(article continues next page)*



*MGB 250k, continued*

around this historic car and giving it the usual condition look over that all British car enthusiasts unconsciously perform when seeing an old car for the first time.



The years in covered storage prevented serious rot from setting in. The hatch shows some rust-through under the window, and the boot floor and driver's side floor have some perforation. A quick look at the sills showed no obvious evidence of corrosion. This GT is on Rostyle wheels and they displayed the usual surface corrosion. The interior is tatty. The carpets are mostly missing and the "Abingdon Pillow" dashboard has the expected cracks in it. With the exception of the windshield, the glass appears to be original to the car. It was a well-equipped car at the time with both overdrive and an AM-FM radio.

The driver's door frame-mounted data plate gave a production date of May, 1971 and the production serial number showed it to be car number 250000. The dash top serial number

plate carried the same number.



Tony then opened up a file of paperwork that came with the GT that had documents such as the BL press release, license plate receipts listing William L. Newton as the owner and a bill of sale transferring the car to Tony Wilson in 1984. This is the real deal. And it has been in our backyard since 1971.

STATE OF ALABAMA		MOBILE COUNTY		CURRENT YEAR DECAL NO.	
MOTOR VEHICLE REGISTRATION TAG AND TAX RECEIPT				02-2461571	
REGISTRATION NO.	02051142	AUL00960	4	WAB. 81	AUL00990
DATE LAST PAID					
SALES TAX			150	12.6	
PRESS DOWN HARD. YOU ARE MAKING EXTRA COPIES					
NEWTON WILLIAM LENTIS					
MOBILE AL					
MOBILE AL					
36609					
MG 71 GT					
GR050250000					
36609					
REGISTRATION NO.	1.04	2.56	1.12	2.80	0.56
TITLE REGISTRATION NO.	7.75				
TOTAL TAG	7.75				15.99
TOTAL TAG & TAX	2.24				
SIGN HERE → William L. Newton LICENSE COPY					
THORNTON PRICE-WILLIAMS S.B.					

In addition to his first 1971 MGB/GT and the 250k MGB/GT, Tony has a 1972 MG Midget, painted in BL's Bracken Orange, and it is in fine condition. I've sent him an invitation to join SABCC and maybe—just maybe—we could have the special MGB/GT on display at our 2023 British Car Festival.

Tony is unsure of the future plans for the historic MGB. He would like to restore it and with his recent retirement he says he has time, but he wants to be cautious since he understands the significance of it. But, there really isn't any hurry. It's been safe in his care for almost forty years.

# Wire Nut

Michael King

## “Who am I? Why am I Here?”

Ross Perot named Vice Admiral James Stockdale, a naval aviator and Medal of Honor recipient, as his running mate for his 1992 presidential campaign. In a debate, Adm. Stockdale began his remarks with the two questions above, which unfortunately became the subject of parody. These two questions are, however, pertinent to my purpose with this newsletter.

So who am I, and why am I here? Let’s begin with the first question. I’m **Michael King**, a member of PBCA and the South Alabama British Car Club (SABCC). I joined SABCC in 2009 when I was living in Mobile, and served four years as chair of their British Car Festival, four years as president, and since January 2021, I’ve been the editor of *Spark & Spanner*, the SABCC newsletter. Under my predecessor, Rodney McDonald, *Spark and Spanner* won the North American MGB Register’s Ken Smith Award as newsletter of the year in 2019. My task since then has been to keep from running it into the guardrails. I own four British cars – an MGB, a Jaguar XK convertible, and two Jaguar sedans, an XFR and an XJR, and my wife and I live in Cantonment. I recently retired from a career in health administration.

And why am I here? I recently approached the PBCA Executive Committee with the idea of taking the work that I was already doing for SABCC and adapting it for the Panhandle club members. While some *Spark & Spanner* content is specific to SABCC, much of what I’ve been including is generic to the British car hobby. By repackaging this material, and adding specific PBCA content, we can offer a means of communicating with PBCA members that I hope

will be effective and efficient. Finally, since this new newsletter will be distributed via email and posting online, the club will not incur any cost.

Continuing the tradition started by Marc Chery, I’ve adopted the *Smoke in the Wires* name for this newsletter [*with the hope he will not expect a license fee-Ed.*]. To make my work easier, I am keeping the basic layout of *Spark & Spanner*, so that I can cut and paste material between the two publications. However, *Smoke in the Wires* follows the color scheme of the PBCA logo, rather than SABCC’s Union Jack colours.

*Spark & Spanner* is divided into several sections, and these carry over to *Smoke in the Wires*, albeit with names that align with PBCA’s electrical system theme. Thus, we have “Tight Connections,” which includes club and member news; “Wiring Diagrams,” featuring articles on repair, restoration, maintenance, and other technical matters; “Spare Wires,” addressing news of the British car industry and hobby; and this column, “Wire Nut,” a bit of self-deprecation. After all, a wire nut does NOT belong in your car, and I probably don’t, either.

You will also notice occasional comments from *Ed.*, a practice I borrowed from *Car and Driver* of interjecting little asides into articles and stories. While some [*most-Ed.*] of these are a bit snarky, I assure you no malice is intended.

If this newsletter experiment is to succeed, it will be because you, the members of PBCA, support it. Articles, photos, classified ads, links to news stories, or anything else you think is fit to include are welcomed and encouraged. I have set up a new email address to receive your submissions: [smokeinthewires@gmail.com](mailto:smokeinthewires@gmail.com). My plan is to send out each month’s issue the week prior to each month’s meeting. That means I will need material by the Wednesday before the meeting. I look forward to hearing from you.








## Word Finder

created by Peter Lee

E	K	S	Y	E	L	I	R	D	J	D	D	M	U	R	E	V	O	R	P	U	O	Y
G	D	I	D	R	A	D	N	A	T	S	A	M	O	K	W	S	I	R	R	O	M	K
L	K	D	P	R	A	U	G	A	J	Y	H	I	R	R	J	F	L	M	I	V	T	M
R	T	D	T	I	Y	M	K	K	P	Y	M	I	M	J	G	E	J	I	H	F	H	H
J	A	E	V	R	Q	U	M	V	T	O	S	A	L	L	G	A	E	N	R	A	Y	P
X	L	L	H	T	N	A	I	L	E	R	A	Q	R	L	E	G	N	Z	H	L	Y	E
M	B	E	U	G	Q	O	N	S	J	V	J	N	Y	T	M	R	S	B	I	A	E	E
W	O	Y	V	K	U	E	I	I	B	A	A	R	E	O	I	A	E	U	L	R	M	L
R	T	A	E	E	F	D	M	V	G	U	R	E	L	Y	A	N	N	J	R	M	K	F
K	E	C	M	J	A	N	S	L	H	X	O	B	T	E	P	U	N	O	T	S	A	L
G	C	T	A	O	W	A	I	A	E	H	L	L	N	L	K	M	S	I	N	T	R	O
L	Y	V	E	S	G	L	N	J	A	A	L	I	E	E	P	V	M	T	W	R	F	T
Z	O	R	B	G	G	A	G	M	L	L	S	G	B	S	K	Z	K	C	I	O	K	U
Q	R	M	N	A	U	L	E	K	E	L	N	D	H	L	Y	F	Z	B	O	N	D	S
M	O	N	U	M	L	Z	R	Q	Y	B	B	P	L	O	E	L	B	O	N	G	O	E
L	L	Y	S	J	H	Q	H	P	M	U	I	R	T	W	G	P	S	O	C	R	A	M

Find the following words in the puzzle.

Words are hidden     and .

ALVIS	HEALEY	MINI	ROVER	TVR
ARMSTRONG	HILLMAN	MORGAN	ROYCE	VAUXHALL
ASTON	JAGUAR	MORRIS	SIDDELEY	WOLSELEY
AUSTIN	JENSEN	NOBLE	SINGER	
BENTLEY	LAND	PEEL	STANDARD	
BOND	LOTUS	RELIANT	SUNBEAM	
DAIMLER	MARCOS	RILEY	TALBOT	
GILBERN	MARTIN	ROLLS	TRIUMPH	

(Solution on p. 13)

### MG is Britain's Fastest-Growing Car Brand

Don Pritchett shared with *Ed.* the Dec. 2022 issue of *Motor Sport*, a UK-based publication that calls itself "the original racing magazine." On p. 44, the magazine includes a review of the MG MG4 Trophy, an electric crossover. The review of the 201-hp rear-wheel-drive car is very positive, noting its size, power, and range (281 miles) are comparable to the Volkswagen ID.3, but the MG is "far more fun to drive, better to look at, and thousands cheaper" (£31,495, or \$37,620 US). The article concludes that MG, now owned by Chinese parent SAIC, is Britain's fastest-growing brand. Who knew?

# Just one more thing, please . . .



Just another odd-looking MG, right? Wrong. This Bettone-bodied MGTD sold for \$247,500 at the January 2023 Mecum Kissimmee auction. “With just 36 built, and fewer surviving, the 1954 Arnolt-MG Drophead Coupe presented here on Borrani chrome wire wheels with MG eared knock-offs is considerably rarer than the fixed head coupe. Professionally restored by Hal Rogers of Bossier, Louisiana, and exhibited at the 2021 Geneva Concours d’Elegance, it features twin Solex carburetors atop its 1250cc OHV 4-cylinder engine rather than the MG TD’s standard twin SU setup. Stanley Harold ‘Wacky’ Arnolt, among his many other business interests, was the sole U.S. distributor for Solex, and it’s believed the pair of distinctive Solex carburetors installed in this car once sat on Arnolt’s office desk. Red with Connolly tan leather upholstery and red trim, the Arnolt-MG also features Jaeger instrumentation and a Motorola radio.” [Ed. thanks Tony Trovato for the photo and narrative.]

## Puzzle Solution

