



*smoke in the wires*

Mar. '24

# From the President

Paul Reese

## Membership Committee Chair Needs Your Help

This month, we are introducing **Tim Garrold**, our Membership Committee Chairman and his wife **Vicky**. Tim was born and raised in Maine. Vicky's father was Navy so she moved a lot but considers Key West as where she grew up since she went to High School there. Tim and Vicky met at the Naval Academy. She became an Engineering Duty Officer and fixed ships that Tim as a Surface Warfare Officer broke. Both retired from the military and Tim later worked at the Navy War College in Rhode Island. They moved to Pensacola when Vicky obtained a position with the Navy's international training program on NAS Pensacola. Tim is gainfully fully retired.

Their car is a 1939 MG TA, born at Abingdon on 6 February 1939. Originally a police car in the Lancashire Constabulary throughout WWII, the car was later purchased from surplus by an RAF pilot who restored it. It was held by his family until the 70's, then purchased in 1980 by a U.S. Naval Aviator and named "Maggie" after Margaret Thatcher. Maggie was acquired by Tim



Tim, Vicky, and Maggie

and Vicky in 2014 and has been driven and shown routinely since.

As Membership Committee Chair, Tim is responsible for maintaining the roster, processing new members and encouraging club involvement. The committee would also like to begin listing members, the area they live in, and pictures of members with their car in the monthly newsletter.

Your help is needed. Sign up for the car show and we'll take your picture there. Otherwise, please send Tim a picture of your car, you, and your significant other. Send these to [pbca1membership@gmail.com](mailto:pbca1membership@gmail.com)

Thank you!

**Paul Reese**

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



## PBCA Club Officers

President	<b>Paul Reese</b>
Vice President	<b>Paul Salm</b>
VP/ Activities	<b>Bob Manske</b>
Secretary	<b>Monica Bachmann</b>
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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).

## Welcome New Member

**James Keller** lives in Santa Rosa Beach. He owns three cars: a 1959 MGA Twin Cam Roadster, a 1994 Jaguar XJS 4.0 Liter Convertible, and a 2014 Jaguar XK Convertible.

## Want a Club Shirt (or Jacket or Hat)?

PBCA uses Queensboro, which offers a large variety of embroidered 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. Here's it 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). We can usually get items at half retail.
2. [Send Ed. \(Michael King\) 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 Michael at 251-689-1040.

# Activities Calendar

**March 16, 2024**

## Fairhope Arts and Crafts Festival Car Display

Hosted by the Mardi Gras MG Club, this is an informal car display (no judging or prizes) held in conjunction with the Fairhope Arts and Crafts Festival, one of the largest events of its kind in the region. Admission to the Festival and the car display are free, and participating in the display with your British car is absolutely the best way to attend the Festival, as public parking is in high demand and most visitors have to park offsite and be bused in. The display site is a lawn on the Coastal Ala. Community College campus, on Bancroft Street between Morphy and Fairhope Avenues. Due to a run held in conjunction with the Festival, we suggest arriving around 9:30 a.m.; you are welcome to stay as long as you like. The site is couple of blocks from the center of the Festival.

**Mar. 18, 2024**

## Monthly Club Meeting

Our March meeting will be at The Hangar American Grill, 3966 Avalon Blvd, Milton, FL 32583. The meeting officially begins at 7:00, p.m., but you will want to arrive around 5:30 or 6:00 to eat, and to socialize with fellow club members. President Paul Reese keeps the business portion of the meeting brief so that a fun and informative program can be presented. You might learn something!

**March 23, 2024**

## BMCNO British Car Day

Our British car friends in south Louisiana will host their annual show in a new site, the start of

the trailhead in Covington, LA. SABCC is hosting a convoy from the IHOP in Tillman's Corner (4375 Rangeline Rd, Mobile, AL 36619) leaving at 8:00 a.m. Show up early if you want breakfast. The show address is 423 N. Theard St, Covington, LA 70433. Show registration is \$30, or \$35 after 3/16, and you can register [here](#).

## Defenders of Freedom Show

If you or your car are not up to driving to Covington on March 23, here's an event that's closer. [Defenders of Freedom](#) is an organization that assists veterans struggling with post-traumatic stress and traumatic brain injury. They are hosting a show in Tiger Point Park, 1370 Tiger Point Ln, Gulf Breeze. Registration, which is open from 8:00 to 11:00, is \$25 on the day of the event. Awards will be given for the top 30 cars as well as best of show, director's choice, best engine, and best paint.

## March 2024

SUN	MO	TUE	WE	TH	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16 Fairhope Display
17	18 Club Meeting	19	20	21	22	23 BMCNO or DOF
24	25	26	27	28	29	30
31						

# Tight Connections

## Club and Member News

### John Twist Presentation, 10 Feb

article and photos by *Paul Reese*

The second John Twist Event hosted by the South Alabama British Car Club was held at The Famous Garagemahal on 10 Feb. The twelve PBCA members attending were most warmly greeted by the new SABCC president Ben Cummings and Garagemahal host **Noel Eagleson**. Laura Cummings and **Donna Eagleson**, with others, put on a great selection of doughnuts, a Mardi Gras King cake, coffee, and lunch bags complete with Mardi Gras beads. There was even a crumpet when one of the members sat on a doughnut.



There was a 1977 MGB [*bought by my brother from the estate of Stuart Waddington for his wife-Ed.*] and **Bob Manske's** MG TF to demonstrate electrical. John Twist started off a bit tardy due to taking a wrong turn. Luckily, we still had plenty of doughnuts and coffee and great conversation in the meantime.

Upon his arrival we received handouts [*if you need one, contact me-Ed.*] while John hung up a

poster-size electrical diagram. John then covered his history, briefed us on garage safety, and then went over batteries, wiring, flasher relays, switches, distributors, coils, voltage regulators, generators / alternators, fuel pumps, lights, horns, and windshield washer pumps.



John also used the MG TF to demonstrate how to test a generator by disconnecting the battery ground while the car was running (do NOT do this if you have an alternator, or, as John puts it, you will be rewarded with a new alternator). Also Bob was visibly very jealous that John had the audacity to be able to start his car without Bob's assistance. Oh, and Bob, your front left headlight is out. The rest of the event included John passing around various electrical parts and discussing troubleshooting and repair options. [*John plans next year to discuss SU carburetors-Ed.*]

Photos, left and above, John Twist of University Motors, Ltd. addresses the crowd; right, the cars in **Noel Eagleson's** MG boneyard can only dream of electrical (and other) repairs.



## More Garage Adventures

*photos by Bob Manske and Ed.*

**Bob Manske** graciously opened his expansive garage Feb. 28 and Mar. 8 to PBCA members to work on their cars. Offering hot coffee, cold beverages, sweet treats, stocked tool cabinets, and skilled helpers, these events are highly popular, and sometimes are even productive.

Much of the attention at these two sessions was lavished on a 2001 Jaguar XJR [owned by your humble scribe, **Michael King**, otherwise known as **Ed.**]. This car has a check engine lamp illuminated, and my code scanner indicates a defective upstream oxygen sensor in Bank 1. Unfortunately, that sensor is buried behind miles of hoses and tons of metal, and pulling the engine might be required to remove and replace it. Prospective member and hot rod builder Kyle Caskey, who joined us at both events, was stymied by it despite his considerable wrenching skills.

More successful were our attempts to remedy clunking, rattling, and vibration in the Jaguar sports saloon's front end. With the car on the lift, we determined at the first session that the

tie rod ends, sway bar links, and bushings were in good shape, leaving only the shocks as suspect. Slightly more than a week later, with parts obtained, both shocks, shock mounts, gaiters, and bump stops were replaced. The original bump stops had completely disappeared, which likely was the cause of much of the clunk.



Above, **Dave Anderson** is nearly up to his armpits in his TRD; below, our host, **Bob Manske**, makes an important (?) point. That's his unrestored 1955 MG TF in the background—when Ed. left on March 8, he was working on his non-functional horn. No word as to whether the left headlamp (see p. 5) are repaired.



With the XJR in the background, Kyle Caskey smiles for a photo.

Other vehicles receiving attention at the sessions included **Dave Anderson's TR6**, **Bob Manske's 1955 MG TF** and his 1953 Farmall Cub. At the

first session, we helped Bob assemble a stand for his new TV, which got plenty of attention at (thanks to the "Top Gear" guys) on the 8th.



*Top left, L to R, Fred Fink, Keith Sanders, Ed., and Fred Veenschoten; top right, Tim Garrold, Eddie Toenes, Tim Witzigreuter, George Bruno, Keith Sanders, and Bob Manske (back to camera); bottom, a shot of the Mar. 8 hard-working group hardly working.*

# Wiring Diagrams

## Tech Tools and Tips

### Starting a Car with Old Fuel

*story by Jim Howland, Capital Triumph Register, Ltd. (reprinted from The Standard)*

Starting a car with old fuel can be challenging, especially if the fuel has degraded over time. Here are some techniques you can try to start a car with old fuel:

1. **Check the Fuel System:** Ensure the fuel lines, filter, and carburetor are clean. If there is any debris or varnish buildup, it can impede fuel flow.
2. **Replace the Fuel Filter:** If the fuel filter is clogged, replace it before attempting to start the car. A clogged filter can prevent fuel from reaching the engine.
3. **Fuel Additives:** Add a fuel stabilizer or cleaner to the old fuel. This may help break down varnish and improve the fuel's combustibility. Follow the product instructions for the correct dosage.
4. **Fresh Fuel Mix:** If possible, add some fresh fuel to dilute the old fuel. A mix of fresh fuel might improve the overall quality and combustibility.
5. **Prime the Carburetor:** If your car has a carburetor, prime it by manually pouring a small amount of fuel directly into the carburetor. Be cautious not to flood the engine.
6. **Use Starting Fluid:** Spray a small amount of starting fluid into the air intake while cranking the engine. Starting fluid is highly flammable and can help ignite the engine even if the fuel is not optimal.

7. **Check Spark Plugs:** Ensure that the spark plugs are in good condition. Clean or replace them if necessary. Good spark plugs are crucial for ignition.
8. **Battery Condition:** Make sure the battery is fully charged. Cold cranking amps (CCA) are crucial for starting the engine, especially in colder temperatures.
9. **Crank the Engine:** Crank the engine for short bursts rather than continuous cranking to avoid overheating the starter motor.
10. **Patience:** Be patient. It might take a few attempts before the engine starts, especially if the fuel is really old and has deteriorated.

Remember, safety is paramount. Previous owners may have added several items that are not original. Electric fuel pumps are common and can cause damage to the engine bores by stripping off engine oil if left running unnoticed. The bores / pistons are known to freeze up for the infamous "it was running when last parked" syndrome. Try hand turning the crank to check for both movement and sounds. Take precautions to ensure proper ventilation and be aware of any potential fuel leaks in lines, tanks, and fittings right up to the carbs. If the car fails to start after multiple attempts, it might be advisable to seek professional assistance to assess and address any underlying issues.

One common check to "Sherlock" the history of the engine is the condition of the spark plugs looking for deposits and colors. See the chart on the next page.

[**Ed.** expresses his appreciation to Art Fournier, editor of the Capital Triumph Register, Ltd. newsletter, The Standard, for the opportunity to reprint this. Art produces a fine publication and I commend it to you, even if you are not a Triumph owner.]





# DIAGNOSTIC CHART



Normal	Normal	Normal
<p>Using Unleaded Petrol</p> 	<p>Using Lead Replacement Petrol</p> 	<p>Using Lead Replacement Petrol</p> 
Symptoms	Causes	Remedy
<ul style="list-style-type: none"> <li>• Hard starting</li> <li>• Misfiring</li> <li>• Black exhaust smoke</li> </ul>	<p><b>Carbon Fouled</b></p>  <ul style="list-style-type: none"> <li>• Rich mixture</li> <li>• Retarded ignition</li> <li>• Low compression</li> <li>• Too cold a spark plug</li> </ul>	<ul style="list-style-type: none"> <li>• Check float level</li> <li>• Check choke</li> <li>• Check ignition timing</li> <li>• Check air cleaner</li> <li>• Check compression</li> <li>• Replace spark plug with correct heat range</li> </ul>
<ul style="list-style-type: none"> <li>• Hard starting</li> <li>• Misfiring</li> <li>• Grey / white exhaust smoke</li> <li>• Loss of oil</li> </ul>	<p><b>Oil Fouled</b></p>  <ul style="list-style-type: none"> <li>• Worn rings</li> <li>• Worn piston</li> <li>• Leaking valve stem seals</li> <li>• Over-filled oil sump</li> </ul>	<ul style="list-style-type: none"> <li>• Replace worn components</li> <li>• Replace spark plug with correct heat range</li> </ul>
<ul style="list-style-type: none"> <li>• "Pinking" under acceleration or climbing hills</li> <li>• Engine run-on after switching off</li> </ul>	<p><b>Overheated</b></p>  <ul style="list-style-type: none"> <li>• Lean mixture</li> <li>• Advanced ignition timing</li> <li>• Too hot a spark plug</li> </ul>	<ul style="list-style-type: none"> <li>• Check jets are not clogged</li> <li>• Check float level</li> <li>• Check ignition timing</li> <li>• Replace spark plug with correct heat range</li> </ul>
<ul style="list-style-type: none"> <li>• Misfiring</li> <li>• Loss of power</li> <li>• Hard starting</li> <li>• Noise in engine</li> </ul>	<p><b>Damaged</b></p>  <ul style="list-style-type: none"> <li>• Foreign particles inside cylinder</li> <li>• Broken or damaged valve</li> </ul>	<ul style="list-style-type: none"> <li>• Replace spark plugs</li> <li>• Remove foreign or damaged components</li> </ul>
<ul style="list-style-type: none"> <li>• Melted spark plug</li> <li>• Damaged piston crown</li> <li>• Damage to cylinder head</li> </ul>	<p><b>Under Tightened</b></p>  <ul style="list-style-type: none"> <li>• Spark plug incorrectly torqued</li> <li>• Spark plug only hand tightened</li> <li>• Dirt or carbon in threads of cylinder head</li> </ul>	<ul style="list-style-type: none"> <li>• Replace spark plugs</li> <li>• Tighten spark plug to correct torque</li> <li>• Replace damaged components</li> <li>• Check compression on all cylinders</li> </ul>
<ul style="list-style-type: none"> <li>• Hard starting</li> <li>• Reduced fuel economy</li> </ul>	<p><b>Worn</b></p>  <ul style="list-style-type: none"> <li>• Normal electrode wear</li> <li>• <math>\pm 0.03\text{mm} / 1\ 000\text{km}</math></li> <li>• Fuel deposits (carbon, lead, additives &amp; salts)</li> </ul>	<ul style="list-style-type: none"> <li>• Replace spark plug with correct heat range</li> </ul>
<ul style="list-style-type: none"> <li>• Redish brown stain above metal shell on insulator</li> </ul>	<p><b>Corona Stain</b></p>  <p>Corona Stain</p> <ul style="list-style-type: none"> <li>• Oil particles suspended in the air adhere to the insulator due to high voltage</li> </ul>	<ul style="list-style-type: none"> <li>• No deterioration to the function of the spark plug</li> <li>• Change spark plug <b>ONLY</b> at recommended service intervals</li> </ul>

# Pierre's Wisdom

Pierre Fontana

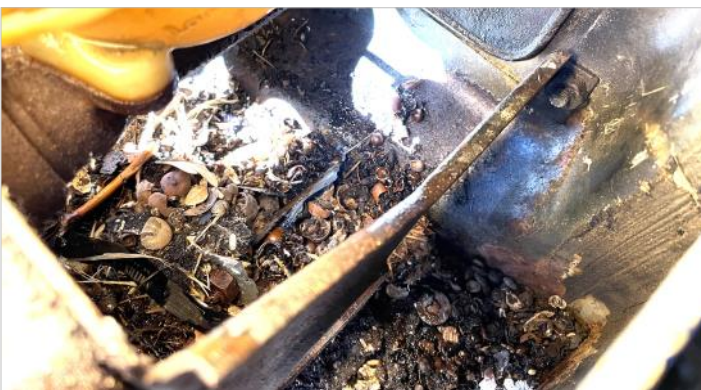
## Pay Attention, Pilgrim

An SABCC member recently acquired a 1971 MGB in fairly nice condition. The previous owner bragged about all the work done to make it better and faster before he stored it 14 years ago. Surprisingly, with a carburetor overhaul and a loaned distributor and wires, it fired up from a boat gas tank. My job was to make it drive, stop and de-clutch.



*The MGB awaiting its refresh*

All the hydraulics were a total loss from being stationary for so long. I found a big rat's nest under the master cylinders, with corrosion due to humidity resulting in a gooey mess. Removing the pedal box was a pain, and heat from a welding rig was the only way to turn anything. To my surprise, both master cylinders (brake and clutch) were only held in place by the top bolts;



*The hydraulic system mess*



*All photos courtesy Pierre Fontana*

the pedal box was held in place by four bolts, with no copper sealing washers or lock washers. This makes for dangerous brakes. All four small screws holding the rear drums in place were missing, and the locking tabs on the front calipers were missing, so I asked for caliper kits and pistons, both master cylinders, rear wheel cylinders, hoses, and a proportion valve kit.



*The MGB awaiting its refresh*

While waiting on parts, I checked the steering. It had never ever been serviced, and I found a dry and rusty rack. Cleaning the rust, lubricating everything, and new tie rods were the cure.

My point is too many shortcuts could have turned into major problems. "Caveat emptor" is a reality. It is a good thing the car was not drivable. Checking your new toy may not be possible or obvious without digging into it.

*Pierre Fontana is a technical advisor for SABCC.*

# Spare Wires

News from the British Car World

## The Final Jaguars?

According to various news outlets, Jaguar will cease production of internal combustion car models in a few short months. [GBNews.com](https://www.gbnews.com) states “Car brand Jaguar has announced that it will stop producing its XE, XF and F-Type models at its West Midlands factory in June as it begins honing in on electric vehicle production. Production at the Castle Bromwich site in the West Midlands will cease later this year, although the three models will remain on sale and available to order via the Jaguar website.” The F-Pace and E-Pace ICE SUVs, and the electric I-Pace crossover, remain in production for now.

Is this the beginning of the end? Will Jaguar, which built its reputation on sports cars and saloons, be like Buick, which only offers crossovers and SUVs? Or, will it go away entirely?

The official word is “no.” Joe Eberhardt, North American head of Jaguar, has told the [media](#) the plan is to switch to an all-electric lineup by 2025. The first new model, a four-door grand touring car, will be released in 2025, at a price of around \$125,000. The company promises more power than any prior model and a range of over 400 miles.

*[I’ve owned at least one Jaguar for the past fifteen years, so I hope this strategy works. I would hate to see the brand disappear. On the other hand, Jaguar has survived other crises over its nearly 90-year history, including disdain for the XJ-S when it succeeded the E-Type, quality issues under British Leyland, and the “Forduar” era (1989 to 2009) when Jaguars shared parts and even platforms with its US parent. Under Tata Motors, the years, and cars, since 2009 have been generally been very good; may this trend continue – Ed.]*

## Auction Roundup: Classic Minis

*[MINI is the featured marque for SABCC’s show, so I’ll highlight them in the next few Auction Roundups-Ed.]*

### 1960 Morris Mini-Minor Deluxe



**Not Sold** for \$13,850 on Bring a Trailer

*This early Mini was resprayed in its original Clipper Blue in 2019; in 2023, it was converted to left hand drive and fitted with an interior from Newton Commercial of Suffolk. Highly attractive, with very few demerits, this car drew strong bidding but fell short of the reserve.*

### 1981 British Leyland 1000



**Sold** for \$10,000 on Cars and Bids

*In green with a white top, over black vinyl, this left-hand drive model offered several performance and style modifications, but had various flaws and blemishes. Some would be easy to fix, but corrosion “around the fuel filler cap, on the trunk lid, and on the underbody components” is more concerning. Nonetheless, the price was considered market-correct.*

### 1970 Mini Van Project



**Sold** for \$9,688 on Cars and Bids

*Sprayed over body flaws in “resale red,” with golf cart wheels and tires out back, and missing a VIN plate, this van nonetheless drew a fair amount of interest as a fun project, helped by its 1275cc motor. Commenters pointed out that the van is actually a Mk IV (1976-1983), not a 1970 as described.*

# Wire Nut

Michael King

## Sweat the Small Stuff

Did you ever listen to “Car Talk” on National Public Radio? Hosted by Click and Clack, the Tappet Brothers, also known as Tom and Ray Magliozzi, I was a huge fan of this show, which offered equal doses of hilarity and car advice.

On one episode, a caller asked about repairing something trivial on his car – I seem to recall it was a opera lamp, one of the American makers’ affectations in the Malaise Era (late 70’s to early ‘80’s). Consisting of small white lights on the door pillars, and usually found with full or half vinyl (“landau”) roofs, these were intended to add class and distinction.

Anyway, the caller believed fixing the lamp wasn’t worth the cost and effort. While he probably was right, Tom and Ray made an interesting point, which has stuck with me for some 30 years now. Overlooking the first small problems with a car (or anything else) makes overlooking the next ones easier, and before you know it, you’re comfortable with holes in the seats, rust in the fenders, putrid smells, and goodness knows what else. The inexorable path to the “crush,” to mimic Ray’s Boston brogue, is that much closer.

Last month, I wrote about repairs that are financially pointless. Simply put, sometimes the best strategy is to throw in the (greasy) towel. I give you the 4-liter engine in my 2001 Jaguar XJR, which may eventually throw its timing chains due to weak tensioners. If that happens, the engine is just a hunk of mangled aluminum and steel. I think I’m OK for now, due to a lack of noise on startup and relatively low miles, but it could happen.



Ed.’s little Jaguar family

On the other hand, if I neglect the minor issues, I eventually will develop a disdain for the car. A good example is the shocks. I had clunks and vibration front and rear. Now, with new shocks and bushings all around (see p. 6), the car is transformed. I’m in love with it again.

Next week, my Jaguar XFR – which has become my daily driver – gets a new headliner. I’ve replaced some exterior trim, and I have a replacement Bluetooth module, washer pump, and hood struts to install. I also plan to detail the car (I’m not sure if I will do it or pay someone), and have the wheels blasted and refurbished.

As for my Jaguar XK convertible, I knew when I bought it that it would never be cosmetically perfect. It has more miles (76,000) than any of my other cars, and was not as carefully kept by previous owners as the other Jaguars. Still, I’ve already made some upgrades, and very soon, the new convertible top I bought for it will be installed.

Finally, my humble MGB, which I cosmetically refurbished six years ago, needs some attention, including a thorough cleaning and some wet-sanding and polishing. I also have a new rebuilt engine, with a set of SU carbs, to install if I ever find some spare time.

So, sweat the small stuff. If you do, you just might find you fall in love with your car(s) – all over again.

# PANHANDLE BRITISH CAR ASSOCIATION

2023 "Brits on the Bay" All British Car Show

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## Classifieds

### 1965 MGB Roadster



Restored to include rebuilt engine in 1990s. Recent work includes new clutch, radiator, hydraulic master cylinders, tie rod ends, and overdrive and transmission parts. Car has painted, knockoff wire wheels and good tires. Runs great. Lots of extra parts and accessories. Asking \$15,000.

*Roger, 850-206-9811*

### 2002 Jaguar XK8



124,500 miles, garage kept, new top, new paint and in great condition. \$10,500. [This car belongs to a friend of SABCC member Tony McLaughlin, and is in the Rock Creek Golf Club in Fairhope-Ed.]

*Jeff 256-390-6437*

## 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)

## 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

# WANTED

## Cars and Sponsors

**Have YOU signed up for Brits on the Bay?**

**The registration form is [here](#),  
and the sponsorship form is [here](#).**

**PLEASE SIGN UP TODAY!**

# Just one more thing, please . . .



*I didn't have a picture for the back page, so I decided to search Google Images for "ugly Jaguar." I think I found the winner.*



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