



smoke in the wires

May '23

From the President

Bill Weeks

Car Show Thanks

Thank You, Thank You, Thank You. As we've wrapped up another successful car show, I would like to thank all of the volunteers and show staff for pulling a rabbit out of the hat.

The Friday evening welcome party was a hit as usual. Thanks **Bob Manske** for overseeing this. You have perfected this event to a standard to which any other club would pale in comparison. Your team of volunteers make this event seem effortless.

For the show, we started watching the weather two weeks before the event, going from a 25 percent chance of rain to a 90 percent chance and back and forth again and again. We all knew the rain would come, we just prayed that it would hold off till after the show. Whatever y'all did, it worked.

Thank you **Taber** for the tenacity to put our trophies together on such a short fuse. Thank you **Tim** and **Liz** for handling Registration and Sponsors. You always handle this like pros. Thanks **Joe Stephens** for bringing the RV. Next year we will ensure you get it out before the barricades come down. Thank you **Fred** and



your parking team for placing such a varied field of marques. Thank you **Gail** and **Risa** and the Raffle team for such wonderful raffle gifts. Thanks to **Donna** and **Bridget** and **Monica** for being able to accurately measure car lengths for tickets.

Even though our show numbers were down (thanks, rain) we still collected about the same as we do for larger events. Thanks to **Keith** for emceeding the event. Thank you **Eddie** for transporting and setting up the valve cover track. We had a record number of some very good-looking valve covers participating. We were able to get balloting completed in record time thanks to **Liz**, **Tim** and the balloting team [*Amazing-Ed.*]. We were able to get all the raffle prizes and 50/50 done before the awards. And after the awards, the field was cleaned up quickly.

There are far too many people to list that we owe thanks to for this successful event, so if I missed someone, I apologize. I want to finish this Thank You with a special Thanks for **Monica Bachman**. Thank You **Monica** for allowing **Franz's** beloved TR3 to be recognized on the show field and congratulations on the People's Choice Award. I know **Franz** is smiling.

Bill Weeks is the president of PBCA.

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Michael King (also known as "Ed.")

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

Activities Calendar

May 15, 2023

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

May 27, 2023

Silverhill Car Show, intersection of Hwys. 55 and 104: Fee is \$25, registration form is [here](#).

June 16, 2023

Memorial Service for Gordon Levi, 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.

May 2023

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

Tight Connections

Club and Member News

Brits by the Bay 2023

All week prior to the 2023 “Brits by the Bay” car show on April 15, PBCA members and guests were closely watching the weather forecasts, fearing that their British cars might actually be washed into the bay. Nonetheless, the show must go on, and so it did, with 124 cars registering for the display in historic Seville Square.

The 2023 feature car was the MGC, and the national MGC registry designated the show as one of their regional events. Consequently, 14 of the six-cylinder tourers and GTs entered the show. **Keith Sanders**, an MGC owner and former head of the association, was their local host.

Not at all affected by the weather was the annual pre-show dinner, held again at the Museum of Commerce. Nearly 140 guests dined on red beans and rice, meatball hoagies, and several tables laden with sides, salads, and desserts. **Paul and Mollie Reese** hosted libations, and no one left hungry or thirsty. A silent auction proved very popular as guests bid on a variety

of items. Earlier Friday afternoon, **Cameron Leonard** hosted a tour of the air traffic control facilities at Pensacola International Airport.

Friday’s sunshine continued into Saturday morning as participants arrived on the field. The variety of cars was impressive, with classic MGs, Morgans, and Triumphs sharing space with modern Jaguars, Minis, and a Rolls-Royce.

The raffles and 50/50 drawing proved popular throughout the day, as did valve cover racing. However, as the skies began to darken, the show committee moved aggressively to wrap up the show before the storms hit (which they did in earnest about 4:00). Class awards and major prizes, as well as the raffle winners, were announced well before 3:30. In a write-in vote, the late **Franz Bachmann’s** 1960 TR3 was the People’s Choice, with a 2005 Morgan Aero 8 owned by Gary Heck taking the Ladies’ Choice prize. A full list of winners is on pages 7 and 8, immediately following three full pages of pictures from Friday’s events and the April 15 show.



A panoramic view of the dinner

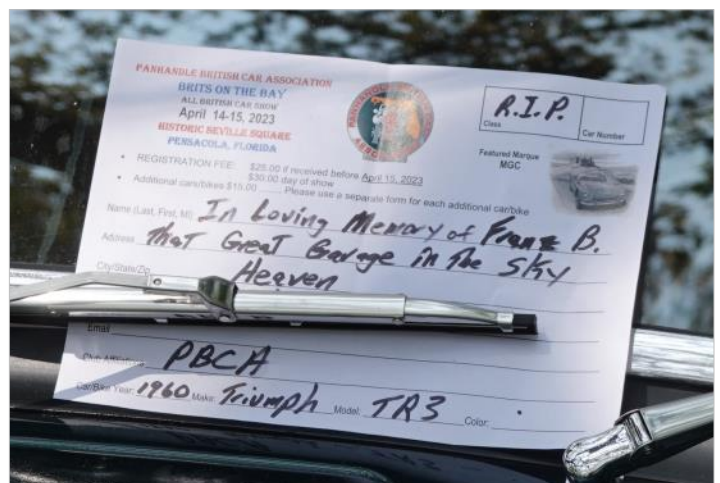
photo by Cathy Saxton

Brits by the Bay 2023 Dinner

Top left, hanging the flags (furnished by the Mardi Gras MG Club); bottom left, British cars at the Museum; top right, Paul and Mollie Reese host the libation station; bottom right, tables full of delicious food.

photos by Cathy Saxton





Brits by the Bay 2023

Left, British cars arrive at the Pensacola air traffic control tower for the tour hosted by **Cameron Leonard**. Eighteen participants learned about air traffic control and toured the tower and the radar approach control facility (photo by **Cameron Leonard**).

Right, from top: **George and Bridget Wakeman** stop by the **Reese's** rolling refreshment center; a Nash Metropolitan (they have Austin engines); show chairs **Bill Weeks** and **Tom Schmitz**; the windscreen card on **Franz Bachmann's** 1960 Triumph TR3 (photos by SABCC member **Robb Ogletree**)



Brits by the Bay 2023

Left, from top: Jaguars; MGC Tourers; MG T-Series; a TVR Griffith and a Mini panel van; valve cover racing

*Right, from top: MGB roadsters and GTs; SABCC president Tom Renick's 1965 Sunbeam Tiger; People's Choice Winner **Franz Bachmann's** 1960 Triumph TR3*

photos by Robb Ogletree

Brits by the Bay 2023 Winner's List

<u>Class Description</u>	<u>First</u>	<u>Second</u>	<u>Third</u>
Austin-Healey Sprite and MG Midget	Dwyke Rushing, Cantonment, 1960 Sprite	Danny Jones, Scottsboro, IN, 1974 Midget	Jack Orkin, Grayson, GA, 1974 Midget
Austin-Healey 100-4, 100-6, and 3000	Rick Huber, Baton Rouge, 1964 Austin-Healey 3000		
Jaguar Saloons, through 1997	James Bielinski, Pensacola, 1997 XJ8 Vanden Plas		
Jaguar Saloons, 1998 & Newer	Michael King, Cantonment, 2001 XJR	Alan Williams, Pensacola, 2004 XJ8	Greg Underwood, Montgomery, 2004 XJ8-L
Jaguar E-Type	Robert Henson, Lillian, 1967 XKE		
Jaguar XJS	David White, Cordova, TN, 1994 XJS	Bob Cole, Milton, 1989 XJ-S	Robert Senay, Pensacola, 1996 XJS
Jaguar XK8 and XKR, 1997-2006	Bruce Skaggs, Sarasota, 2006 XK8	Cathy Greensfelder, New Orleans, 2001 XK8	
Jaguar XK and F-Type	Bob Manske, Milton, 2012 XKR	Kenneth Smoot, Navarre, 2011 XK	
Lotus	Taber Tompkins, Crestview, 2007 Caterham	Ryan Noles, Pensacola, 2005 Elise	Buddy Clarke, Pass Christian, MS, 1969 Europa
MG Pre-War and T Series	Curt Derby, Milton, 1953 MG TD	William Williams, 1954 MG TF	
MGA Roadsters and Coupes	Harry Barkerding, Metairie, LA, 1960 MGA	Robert Gordon, New Orleans, 1962 MGA	Robb Ogletree, Grand Bay, AL, 1962 MGA Paul Reese, Pensacola, 1962 MGA De-luxe
MGB Roadsters, 1962-67	Stephen Ferrell, Pensacola, 1967 MGB	Mark Huber, Baton Rouge, 1966 MGB	
MGB Roadsters, 1968-1974 ^{1/2}	Clay Johnston, Mount Olive, MS, 1972 MGB	Keith Wasdin, Cantonment, 1968 MGB	John Scarpucci, Atlanta, 1973 MGB
MGB Roadsters, 1974 ^{1/2} - 1980	Steve Ratcliffe, Gainesville, GA, 1980 MGB	Christopher Savoy, Prairieville, LA, 1977 MGB	Rick Watts, Covington, GA, 1975 MGB Kenneth Lawrence, Shalimar, 1980 MGB LE
MGB GT	Gene Johnston, Ridgeland, MS, 1973 MGB GT	Judith Gallegos, Pace, 1971 MGB GT	Stan Oman, Pensacola, 1973 MGB

List continues next page

Brits by the Bay 2023 Winner's List, continued

<u>Class Description</u>	<u>First</u>	<u>Second</u>	<u>Third</u>
MGC Tourer	Dana Rindge, Aiken, SC, 1969 MGC	Ron Neal, Moncks Corner, SC, 1968 MGC	David Davidson, Huntsville, AL, 1969 MGC
MGC GT	Donald Ladd, Virginia Beach, 1969 MGC GT	Mike Leslie, Waverly, OH, 1968 MGC GT	Robert Humphrey, Saline, MI, 1969 MGC GT
MINI, 2001-2011	Emar Hargrave, Pensacola, 2009 Cooper	LaDon Olson, New Albany, IN, 2010 Cooper S	Jordan McCartney, Acworth, GA, 2003 Cooper
MINI, 2012 & Newer	Jennifer Gomez, Pensacola, 2015 Cooper S	Ann Fell, Pensacola, 2013 Cooper S	Jada Roberts, Westville, FL, 2022 Cooper S
Morgan - 3 Wheel	Fred Veenschoten, Pensacola, 1952 F Super		
Morgan - 4 Wheel	Bill Silhan, Pensacola, 1956 Plus 4	Gary Heck, Cartersville, GA, 2005 Aero 8	
Triumph TR2, TR3, and TR4	Tom Schmitz, Lillian, 1962 TR3	Dick Maddux, Milton, 1959 TR3A	Clifford Wilson, Floyd Knobs, IN, 1963 TR4
Triumph TR250 and TR6	Dwyke Rushing, Cantonment, 1974 TR6	Danny Varnado, Denham Springs, LA, 1970 TR6	Cameron Leonard, Pensacola, 1969 TR6
Triumph TR7 and TR8	Richard Buechele, Louisville, KY, 1980 TR7	Ernest Bennett, Warner Robins, GA, 1980 TR7	
Triumph Spitfire and GT-6	Doug McArthur, Largo, FL, 1974 Spitfire	Dale Ballard, LaGrange, KY, 1971 Spitfire	Charlie Dempsey, Pensacola, 1980 Spitfire
Britannia Closed Top Cars through 2009	Bob Zabzdyr, Spanish Fort, 1983 London Taxi	Joseph Annotti, River Ridge, LA, 1990 Rolls-Royce Silver Spur	
Britannia Open Top Cars through 2009	Tom Renick, Mobile, 1965 Sunbeam Tiger	Larry Norton, Dacula, GA, 1996 MG F	Scott Martin, Gulf Breeze, 1992 TVR Griffith
British Competition, Modified, Race Cars	Ralph Ratta, China Spring, TX, 1980 MGB	Keith Vezina, Kenner, LA, 1978 MGB	Howard Hosp, Floyd Knobs, IN, 1969 MGC GT
Small British Sedans and Coupes	Randy Fleming, Baton Rouge, 1981 Mini 1000 Van	Daniel McNamara, Mobile, 1960 Ford Anglia	
New Millennium	Michael Glore, Destrehan, LA, 2020 McLaren GT		

People's Choice: Franz Bachmann, 1960 Triumph TR3A

Ladies' Choice: Gary Heck, 2005 Morgan Aero 8

Hard Luck Award: Abe Cheij, Alpharetta, GA

Mr. Cheij spun the bearings in his 1971 MGBGT, so he drove his other car to the show. He parked in Fountain Park, as we advised, but still got a parking ticket (which we got voided).

[Spun bearings? Been there, done that, got the plaque-Ed.]

Wiring Diagrams

Tech Tools and Tips

It's April – Do You Know Where Your Car Is?

Scott Paradise, SABCC

Some months ago I was contacted by a fellow who described himself as a restorer of British classic cars. He was seeking someone to finish a cosmetic restoration of a Triumph TR 250, which he could not complete due to a torn rotator cuff. After looking the project over in Pensacola, we came to an agreement.

1. He would deliver the car in an enclosed trailer, which would be left with me so I could use it to store this or another car in while not being worked on (I have very limited work space).
2. He would provide me with the contact information of the owner (which I asked for numerous times after we had come to an agreement).

On the day the car was to be brought to me, he called to say that it was on its way . . . on a flat-bed tow truck. After a heated discussion about the use of the enclosed trailer, I finally agreed to accept the car even though it put me in a tight spot space-wise.

While on the phone with him I again asked for the owner's contact information . . . and was told "I'm driving right now and can't get the information off of my phone . . . I'll get it to you the next time I stop."

Well, I did not hear back from him, which made me suspicious of the whole arrangement. I dug around in some of the boxes of parts which came with the car and found a Moss Motors

invoice with the owner's information on it. I called the owner and left a voice mail introducing myself and letting him know that I was in possession of his car. An hour later I received a call back and the conversation started with "So, Mr. Paradise, you have my car? My wife and I haven't known where it was for about four months!"



This 1968 TR 250 sold for \$40,000 a year ago on Bring A Trailer.

The next day the owner and his wife came over to Daphne to inspect their car and to meet me. The woman was almost in tears, explaining to me that they had bought the car new in 1968 and although they had children since, the TR 250 was their first "baby." Needless to say, they were relieved to see their car again!

As it turns out, the "restoration expert" had closed his business, sold his home and moved to North Georgia, unbeknownst to the owners. Early on, the man did tell the owners that his health was failing and that a man in Daphne may be able to finish the car, but that was the last they heard of him.

Apparently the car was put in storage somewhere in Pensacola until it was brought to me. I don't think a crime was committed; the owners were not charged for work not done and the car did end up back in their hands, but this is pretty crazy, right?!

Pierre's Wisdom

Pierre Fontana

When Fingers Will Not Do

Many times I have wished to have five minutes with the "engineer" that designed the placement of adjustments or accessories, but we have to roll with the flow and persevere. Comes time for special tools, purchased or home-made, even mirrors or electronic scopes.



Pierre's "special" tools

My favorite SU carburetor adjusting tool is on left. Originally a screwdriver, it is now a 90°-angle ¼" "open spanner," the only tool that is able to adjust carburetors on an old Rolls-Royce V-8. They are buried in the V-8 with the mixture screws at bottom. Adjusting them takes a combination of two tools, a long screwdriver and a ¼" open-end spanner.

My attention was triggered by a display at O'Reilly Auto Parts of mirrors, magnets, and gadgets to play with. Some of creations were sometimes for just one job, to keep from dis-



All photos courtesy Pierre Fontana



O'Reilly's assortment of gadgets

mantling accessories in the way. Some were time savers, while others were for situations with no other solutions.

For electrical problem-solving I have a entire large roll-around tool box , loaded with gauges and test wire set-ups, but the most used tool is a simple test light.

Pierre Fontana is a technical advisor for SABCC.

Spare Wires

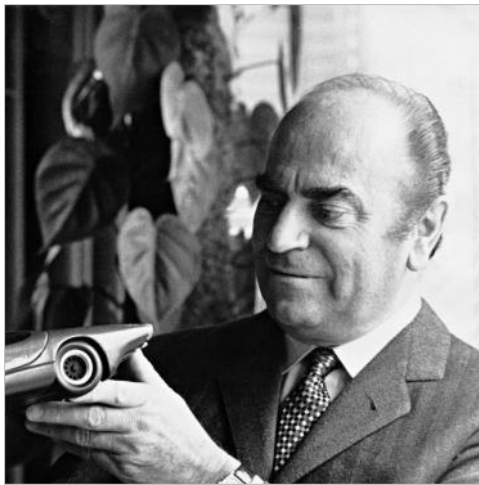
News on British Cars and the Hobby

Wacky" Arnolt, an Exotic British Car Innovator

story and photos from Terry Trovato, SABCC

On a stormy autumn morning in 1938, when wiser boatmen chose to stay on land, Chicago industrialist Stanley H. Arnolt attempted to cross Lake Michigan in a tiny open vessel. It was

powered by a Sea-Mite engine, one of his company's marine products. According to legend, as Arnolt finally approached the Navy Pier after a four-hour journey



Stanley Arnolt

through treacherous waves and fog, someone shouted, "Hello, Wacky!"

The nickname stuck, and a headline in that day's Chicago Daily News read, "Wacky Comes Through in Fog: Crosses Lake in 13-Foot Boat."

Wacky he may have been on that day, but he went on to become a successful automobile dealer and innovator by creating memorable vehicles combining British mechanicals and Italian bodywork.

A fortuitous meeting with members of the Italian Bertone organization at the Turin Auto Show in 1952 resulted in four collaborative efforts between Arnolt and Bertone, involving running gear and engines from the British car

manufacturers MG, Aston- Martin, Bentley, and Bristol.

On the Bertone stand that day at Turin were two MGs that had been re-bodied by Bertone. America had just fallen in love with MG, and perhaps there was not enough capital or status for Bertone to acquire chassis from Lancia, Maserati, Ferrari or any of the other well-known Italian manufacturers. At any rate the two MG's would have to do.



The Arnolt-MG Coupe

Arnolt was immediately smitten by the two Bertone MGs and proceeded to place an order for 200 cars: 100 coupes and 100 convertibles. Two hundred cars may not have seemed that out of the ordinary to him, but for Bertone it was a different matter. They built a very limited number of cars each year and asking for 200 in one order was a lot. Bertone company lore has it that Nuccio Bertone tried to talk Arnolt out of it. "Chassis from England, bodies in Italy, then shipping to Chicago - the cost!" Wacky Arnolt was not a man to be turned away. In very short

(story continues next page)

“Wacky” Arnolt, continued

order Bertone was bodying MGs and Arnolt was soon on Bertone’s Board of Directors and had become a vice president.

The first effort produced was the Arnolt-MG, a four-seater Bertone-bodied car based on the MG TD chassis and XPAG 54-hp engine. The Arnolt-MG was designed by Giovanni Bertone, his son Nuccio, and Giovanni Michelotti. Of a planned production of 200 cars, 103 were actually produced between 1953 and 1954: 67 coupés and 36 convertibles.

Subsequently, however, MG informed Arnolt that it could no longer supply chassis and engines due to the demand for its own complete cars (as well as the replacement of the TD by the TF), so Arnolt had to start looking for a replacement.

Back in 1953 Arnolt had visited the London Mo-



The Arnolt-Bristol.

torshow and was impressed with the Bristol 404. Arnolt then struck up a deal with Bristol which agreed to provide its stripped-down 404 chassis with a Bristol 6-cylinder engine. They were to be shipped to Bertone in Italy to be clothed in a Spyder body. The design was to be orchestrated by Franco Scaglione with coachwork by Bertone, and the Arnolt-Bristol was born. Once again 200 were ordered and 142 were produced: 140 roadsters and 2 coupes. The Arnolt-Bristols were to be built in Filton, England, as a powered chassis;

the body was fitted by Bertone in Italy, and only final assembly, fitting of options, prep work and paint and upholstery were executed in Warsaw, Indiana.

The Arnolt-Bristol cars were available in four body styles: Competition, a stripped road racer; Bolide, a slightly better-appointed road racer; Deluxe, a better-appointed version of the Bolide (side windows and convertible top, instruments mounted in a housing in front of the driver, glove box set in the dash); and Coupé, with pop-up headlights. At least one open car was subsequently fitted with a removable hardtop. Prices as per a 1956 factory letter were \$3,995 for the Competition model, \$4,245 for the Bolide, \$4,995 for the Deluxe and \$5,995 for the Coupé.

Next, Arnolt set his sights on producing an Arnolt Aston-Martin. His goal was to produce a



A very rare Arnolt-Aston.

Bertone-bodied Aston-Martin DB2/4 roadster and sell it as an Arnolt-Aston. It was to be designed by Bertone's Arnolt-Bristol designer Franco Scaglione and the cars were to be fitted with Aston's 125 hp, 2580 cc engine. However, the production of Arnolt-Astons was stopped by Aston-Martin after only three cars were built.

Then, Arnolt created a racing team for the Sebring 12-hour race, and in 1955, at their first

(story continues next page)

"Wacky" Arnolt, continued

attempt, his special Arnolt-Bristol lightweight cars finished first, second and fourth in the Sports 2000 class, winning the Team Trophy, a feat which was replicated in 1956 and 1960. The following year they took second and third in class.

Wacky Arnolt may not have made much money on the Arnolt-MG or the Arnolt- Bristol, but his Bertone-bodied Arnolt-Bristols continued placing very well in subsequent races for several years.



An Arnolt-MG Drophead Coupe.

Wacky Arnolt went on to become the BMC Distributor for the Midwest, handling the full array of BMC products, including Austin-Healey, MG, Riley, Wolseley, Morris and Austin, and all the while ran successful automobile companies in both the USA and Italy.

At the age of 54, he suffered a stroke, and subsequently two years later he died from a heart attack. It was the day after Christmas, December 26th, 1963. The creative innovator in British automobile history was no more, but his sought-after creations live on until this day, as exemplified by his 1954 Arnolt-MG Drophead Coupe which sold for \$247,500 during the recent Mecum auction in Kissimmee, Florida.

[A few years ago, a Arnolt MG Coupe was entered in the New Orleans show. That this car was built on the humble T-series platform was nearly inconceivable.-Ed.]

Spotted in the Wild



SABCC member Frank Stabler spotted these Mokes in Charleston, SC. These electric replicas of the classic Mini have become very popular in tourist areas. If one is going to motor about in a glorified golf cart, one might as well do so in British style!

Auction Roundup: Pre-War

[All at least 86 years old, these classics are guaranteed to get attention at any show-Ed.]

1937 Austin Tourer



Sold for \$8,600 on Bring A Trailer

Finished in blue with black fenders over black vinyl, this "New Opal" tourer features a 747cc engine and a three-speed transmission. In running and driving condition, the car did have some needs, including a broken headlamp, a missing tun signal lens, and a rope as a starter cable.

1936 Morgan MX4 Super Sport with Trailer



Sold for \$40,000 on Bring a Trailer

This green three-wheeler, with matching green leather and green wire wheels, is powered by a liquid-cooled Matchless V-twin. The car won the Fashion Group International Award for the Best Presentation of Fashion and the Automobile at the 2009 Amelia Island Concours d'Elegance.

1933 MG J2



Sold for \$43,000 on Hemmings

A rare swept-wing model, this MG, finished in cream and green over green leather, was completely restored in 2009, and made the podium at two concours events. It is powered by an 847cc engine producing 36 horsepower.

The MG Sports Car of the Future

Ed. thanks Tony McLaughlin for a [link](#) to UK website Auto Express, which has these images of the MG Cyberster, the new electric roadster. The steering yoke is not my "cuppa," but the badge on the boot is a nice homage to the past.



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2023 "Brits on the Bay" All British Car Show

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Classifieds

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



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, 334-559-9155



Finished Europa—photos of project car requested

Brits by the Bay Shirts

An order is being placed for more of the shirts from this year's car show, featuring the MGC. Youth sizes M and L and adult sizes M through XL are \$15; 2XL is \$16, and 3XL is \$17.

Paul Salm,

slamtrap43@gmail.com, or

H: 850-479-4582; C: 850-525-9508



Stick Welder

Condition unknown. May be seen at the Eagleson's Garagemahal in Daphne. Make offer.

Tom Renick, 251-661-8333



Wire Nut

Michael King



A Dilemma

I was minding my own business at the New Orleans British Car Day, having just parked my Jaguar XFR, when a guy a few years younger than me walked up [*seems like more and more of the people I meet lately are a few years younger than me-Ed.*]. He made some nice remarks about the car, asked me a few questions, then said “Do you know anyone who has an X308 XJR?”

Now for those not up on their Jaguar model designations, “X308” refers to the XJ8 and XJR models from 1998 to 2003, the first Jaguars to have V8 engines. Because their bodies are essentially the same as the X300-series built in 1995, 1996, and 1997, they retain the low cowl and roofline for which Jaguar was long known.

I’m not sure who was more surprised – me, at his question, or him, when I said “I have one.” Turns out he’d been looking for one for months. He remembered seeing my car at the 2022 New Orleans show, had done quite a bit of research, and decided one of these supercharged V8 saloons would be his perfect “special car.” He explained that he had a BMW, but after numerous modifications, it was more suited to track days than dinners out with his wife, who has all but refused to ride in it.

Of course, that led to the inevitable question: “Do you want to sell it?” I almost immediately said “no,” but I agreed to take his number and contact him if I ever changed my mind.

Driving the 210 miles home gave me plenty of time to think, which can sometimes lead to trouble. “I don’t really have room for four cars, and my XFR sits outside, which is bad for the paint.” “Right now the car is in great shape, but what if

something expensive breaks?” “I’m really only keeping the car to show.” “Prices on X308s are up, so I could sell it for a nice profit.” “Maybe if I sell it, I could get a MINI Cooper and use that as my daily driver.”

By the time I got home I was nearly convinced. The next day, I reached out to my new friend, gave him a price, and we discussed the car in depth. E-mails, service records, and more calls followed. I thought we were getting close. Then, silence.

My friend had warned me that he was very busy with work and personal matters. After more than a week with hearing nothing, he let me know he was having trouble reaching the local shop that had last worked on the car. Another week passed.

By then, I’d slept a few times, and we had the “Brits by the Bay” show. I spent the Thursday afternoon before the show cleaning the XJR, which reminded me just how nice it really is – a fact confirmed by its first-place finish in its class.

So, two days after the show, I decided to withdraw my offer. If the potential buyer has been looking for a year and couldn’t find a car as nice as mine, I know I will never find another one. And, I don’t need to sell it.

Now, I just had to text him. As I hit “send,” I wondered if I was doing the right thing. But, he understood, and we agreed to stay in touch. I wished him well in his search – but maybe not *too* well. I might change my mind. Again.

Now Available – PBCA Shirts (and more)

In 2021, when searching for a way to get new club shirts for SABCC members, yr. ob't svt. *Ed.* decided to try a company named Queensboro, which had been filling my inbox with promos for a while. That worked out very well, and SABCC members have now ordered 40 shirts with no complaints. We've also ordered some hats.

I've now uploaded the PBCA logo with Queensboro, and I've ordered and received three shirts (see photos, right). I think they look great, and best of all, 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, and we have at least five items requested, I will place (and pay for) a group order.
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.

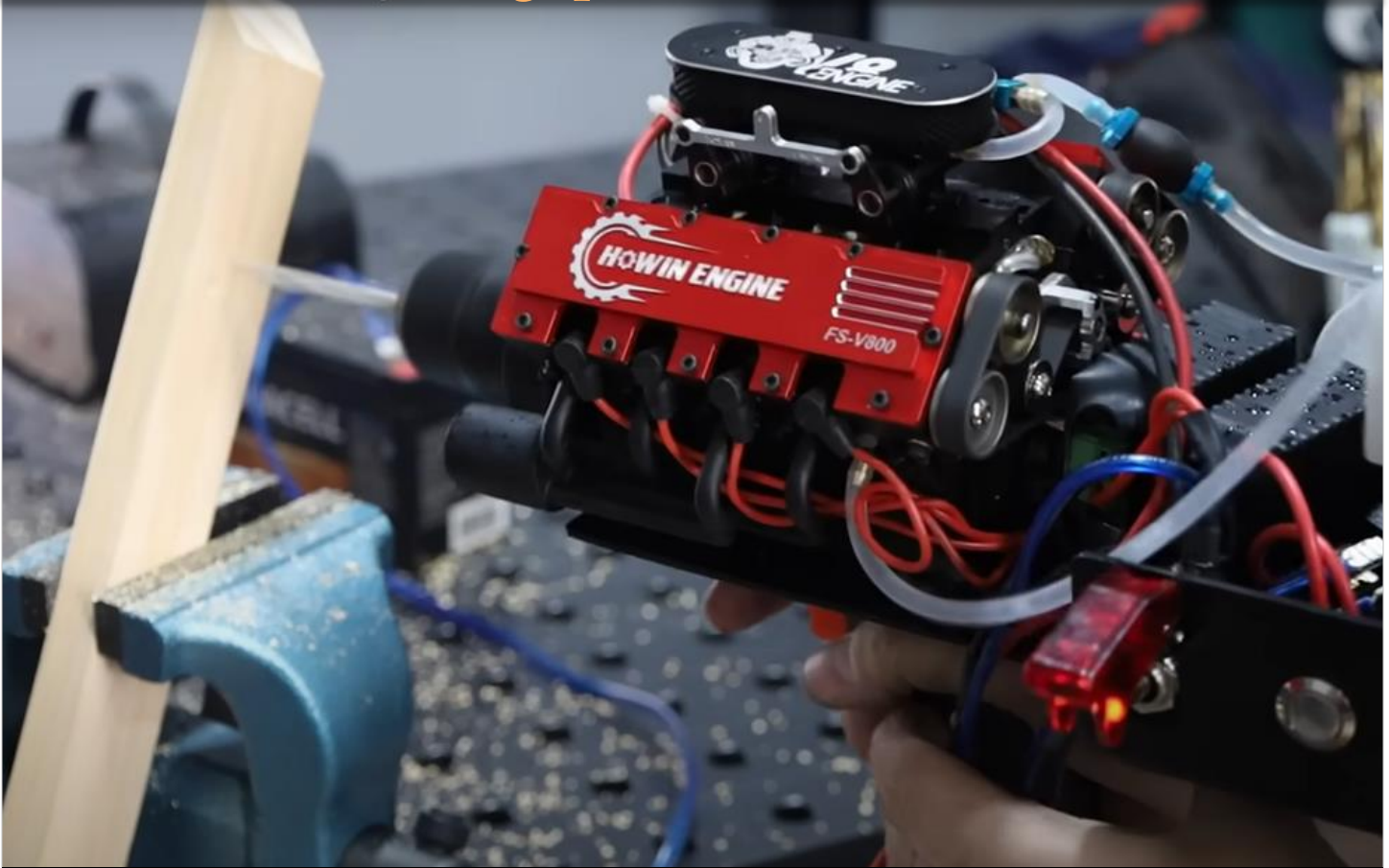
Simple, right? So, start shopping, and send me your list! If you have any questions, call or text me at 251-689-1040.



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 . . .



Your drill not powerful enough? How about one with a V8? SABCC-er Tony McLaughlin (who has a Morgan with a V8) sent Ed. [this link](#) to a video with all the details of the build.



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