



Smoke in the wires

Nov. '23

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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.

Activities Calendar

Nov. 8, 2023

Executive / Show Committee Meeting, Beef O'Brady's, 9 Mile Rd, noon.

Nov. 20, 2023

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

Dec. 16, 2023

Club Christmas Party, The Hangar, Milton, \$20 per person. Bring a wrapped gift for the Dirty Santa game.

NOV/DEC 2023

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

Tight Connections

PBCA Does BCF

On October 21, 2023, the South Alabama British Car Club (SABCC) held its 33rd annual British Car Festival at Fairhope United Methodist Church, and PBCA turned out in force. Two PBCA caravans – one from west Escambia County and one from south Baldwin County – traveled to the event, and, as the list to the right demonstrates, they did not leave empty-handed, with 19 PBCA members receiving awards, including the Richard B. Cunningham, Jr., Best of Show trophy to **Bill and Melissa Silhan** for their 1949 Triumph 2000 Roadster.

SABCC adopted the MG Centenary as their theme, and a special feature of the Festival was a display of MGs spanning seven decades, from a 1930 M-Type to a 1997 MGF. These cars were arranged in a semi-circle surrounding the 250,000th MGB, a car British Leyland gave away in 1971 (see story, p. 6). Thanks to the foresight of an MG enthusiast, Tony Wilson, the historic car was saved, along with the memorabilia from its presentation to the raffle winner. SABCC announced a new historic preservation award in memory of Mr. Wilson, presenting the first trophy to the Wilson family.

The MG theme proved popular with car owners and the public. A record 154 cars were registered, with 140 actually on the field. Sunny skies and mild temperatures prevailed throughout the day. SABCC also reintroduced valve cover races, and these proved popular as well. Due to a concerted effort to count votes and tabulate results as rapidly as possible, the awards ceremony started not long after the races ended.

PBCA congratulates our participating members, award winners, and SABCC on a great show!

PBCA British Car Festival Winners

Best of Show

Bill Silhan, 1949 Triumph 2000 Roadster

Kids' Choice

Tom Pocta, 2007 Lotus Exige S Coupe

MG Centenary Class, Special Merit Award

- Curt Derby, 1952 MG TD
- Tim Garrold, 1939 MG TA
- Bob Manske, 1955 MG TF 1500
- Dwyke Rushing, 1952 MG TD
- Keith Sanders, 1969 MGC Roadster
- Tom Schmitz, 1956 MGA Coupe

Class Winners

- *Jaguar Modern Saloons*: Michael King (2nd), 2001 XJR
- *Lotus*: Taber Tompkins (3rd), 2007 Caterham 7SV
- *MG Ts and Pre-War*: Tom Schmitz (1st), 1955 TF 1500; William Williams (3rd), 1954 TF
- *MGA*: Paul & Mollie Reese (2nd), 1962 MGA
- *MGB, 1962-74*: Tom Schmitz (3rd), 1968 MGB
- *MGB, 1974.5-1980*: Timothy Witzigreuter (3rd), 1977 MGB
- *MGB and MGC GT*: Stan Oman (3rd), 1973 MGB GT
- *MINI*: Mike Grieco (1st), 2014 Cooper S Roadster
- *Morgan*: Fred Veenschoten (1st), 1935 Sports
- *Open Britannia*: Bill Silhan (1st), 1949 Triumph 2000 Roadster
- *Triumph Spitfire and GT6*: Charlie Dempsey (2nd), 1980 Spitfire; Mike Japp (3rd), 1980 Spitfire
- *Triumph TR6*: George Bruno, 1974 TR6

South Alabama British Car Club British Car Festival

October 21, 2023; Fairhope, Ala.



Top photo, a panoramic view of the MG Centenary Class. Cars in the group, from left, are James Hester's 1930 M-Type, Tim Garroll's 1939 TA, Brian Daly's 1962 MGA, Curt Derby's 1952 TD, Dwyke Rushing's 1952 TD, Allen Bradley's 1957 ZB Magnette, Bob Manske's 1955 TF 1500, Tom Schmitz's 1956 MGA Coupe, Bobby Peterson's 1961 MBA, Dick Bishop's 1966 MGB, Keith Sanders' 1969 MGC, Matt Wilkin's 1974 Midget, Stuart Reisinger's 1966 MGB GT, Jennifer King's 1977 MGB, Danny Hart's 1976 Midget, Brian Monson's 1980 MGB LE, and Rodney McDonald's 1997 MGF. In the center is the 250,000th MGB, a 1971 MGB GT owned by the family of the late Tony Wilson. Bottom photo, the caretakers of the MG Class receive their Special Merit Awards. (photos by Robb Ogletree)



Bill and Melissa Silhan arrive at the BCF in their 1949 Triumph 2000 roadster. The car later won the Richard. B. Cunningham, Jr. Memorial Best of Show trophy. (photo by Robb Ogletree)



The Garrolls stop at pre-registration in their MG TA. (photo by Donna Eagleson).

More BCF Photos



From top, **George Bruno** waits in his TR6 as the group assembles at Publix; **Curt Derby** arrives on the show field in his MG TD; **Taber Tompkins** makes an important point [Really?-Ed.] standing beside his Caterham 7SV. (photos by **Gail Sanders**)



Tom Pocta with his Kids' Choice trophy—see p. 14. (photo by **Donna Eagleson**).



Mrs. Lynn Wilson, whose husband **Tony** saved the 250,000th MGB some forty years ago (see story, next page) poses with the car at its first public appearance since **Tony** acquired it. With her is her daughter, **Cherise**. (photo by **Robb Ogletree**)

The story behind the car featured at the SABCC British Car Festival

The 250000th MGB, Given Away to a Lucky North American Resident



MG wanted to make a splash when the MGB became the highest-production sports car in the world in 1971.

Ads were taken out in magazines such as *Car and Driver*, *Motor Trend*, and *Road & Track* to encourage people to visit their local Austin-MG dealer and fill out an entry form.

More than 80,000 people did just that and the winner was a young man in Mobile, Alabama.



The winner was William ("Fig") Newton of Mobile. British Leyland presented the car (along with a snazzy jacket) to him at the Road Atlanta race track in November, 1971.

Fig drove the MGB until 1978, until some mechanical malady caused him to park the car in a vacant lot. There it sat, undriven for four years.

The car was almost scrapped.



The car declared to be number 250,000 was a North American-spec Blaze Orange MGB-GT. Here, Austin-Morris boss George Turnbull stops the Abingdon production line to pose for a publicity photo with the history-making sports car. In the background is Old Number One.

The prize car was well-equipped with overdrive and an AM-FM radio.



The old MG needed a hero, and it found one in Mobile resident Tony Wilson. Tony, an MGB-GT owner himself, was alerted to the car's existence by a friend. He made contact with Fig Newton and a deal was made. Tony took the car home and kept it safe—for almost 40 years (until his recent death).

MG enthusiasts owe a sincere thanks to Tony Wilson for his foresight and determination to save an important part of MG history.

Buying, Selling, and Socializing— The Great Gulf Coast Autojumble

Held November 4, at Tom Schmitz’s “Hut,” the annual British swap meet attracted 48 people (and one border collie named Barley) on a warm, sunny Elberta day. Bargains were to be had inside and outside, including free coffee, cold drinks, and doughnuts

A small caravan led by **Fred Veenschoten** made the trip from Pine Forest and Nine Mile roads, avoiding the expected heavy traffic on the beach route due to the Blue Angels show. Other members arrived separately, including **Mike Japp** and **Bob Henson**, both in cars they wish to sell (see classifieds).



Left to right, **Tim Garrold** looks through a book for sale and **Tim Witzigreuter** shops at the next table, while **Bill Silhan** heads to the goods outside. (photos by Donna Eagleson)

With another successful event in the books, the Autojumble planning team is discussing next year’s event. *Ed.* even heard rumors of lunch!



Top photo, **Noel Eagleson** checks out former SABCC member **John Shaw’s** table; bottom photo, **Tom Schmitz’s** cars provide a backdrop for merchandise. (photos by Donna Eagleson).

Top photo, **Melissa Silhan** chats with **Noel Eagleson’s** daughter **Leslie**, who is visiting from Northern Ireland, while **Ed.** reaches for another doughnut (photo by Donna Eagleson); bottom photo, **Pierre Fontana** (far right) enjoys the day (photo by **Ed.**).

Wiring Diagrams

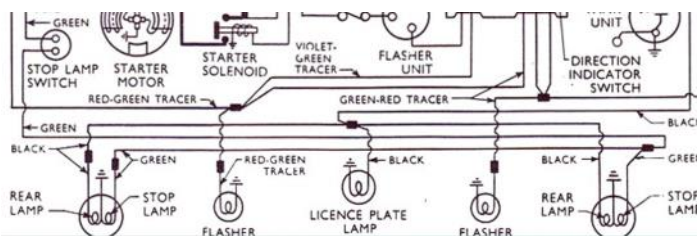
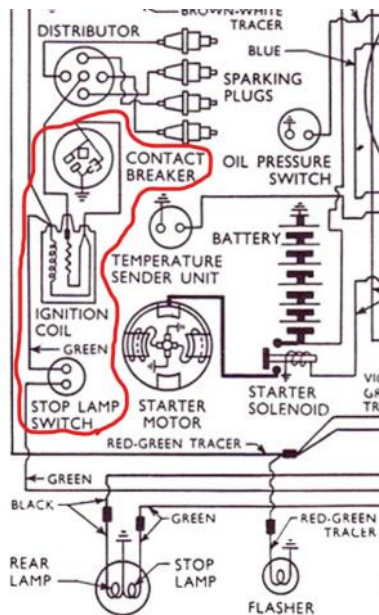
Tech Tools and Tips

Anglia Wiring Woes, Ongoing

story and photos by Mac McNamara

I solved the initial problem of which I last wrote. Recall the Anglia was dying whenever coming to a stop. Below is a screenshot of part of the wiring diagram for the car, except I've kind of cheated by circling the part of the diagram that is most important.

Notice the coil connections for the low-tension side has one wire going to the contact breaker plate while the other side of the coil has two wires. One comes from the ignition switch (not shown) and the other goes to the stop lamp switch, a hydraulic switch that, when depressing the brake pedal, closes a mechanical switch allowing current flow to the brake lights (diagram continues below).



The brake switch was shorting to ground so each time I pressed the brake pedal, the switch shorted, killing the ignition. Let off the brake and the car would either start and continue on

its merry way (because I was rolling in gear) or allow me to restart it since I was not already in motion. (Good thing Mobile has very few hills, as it would not start while my foot was on the brake!) I proved this by disconnecting the wire to the brake switch and driving a bit without issue. BUT THEN....

(Short side trip: I ordered and, on the Sunday after its arrival, drove to the DM garage without issue (that's my son Daniel's garage, FYI...at his house, not a business) to install it. While at the DM Garage, I also flushed the brake fluid and the clutch fluid. I believe the recommendation is once every two years, as your DOT3 and DOT4 fluids are hygroscopic and there is a LOT of water to absorb in this area, even without the rain. When there is water in the line and you press the brakes, a lot of things get hot. Water turns to steam which is easily compressed, meaning your solid brake pedal position becomes much less solid until you touch the floor pan with the pedal. Not much stopping power if that happens!)

Back to the story: After confirming brakes, clutch and brake lighting (and engine) worked while depressing the brake pedal in the driveway, followed by a test drive around the neighborhood, I parked the car hoping to take it to Biloxi for Cruisin' the Coast 2023. On Monday the week before CoC, I started the car and got out of the driveway when the spitting and sputtering robbed the car of all power. It would barely remain running and had to be pushed back to its parking spot.

ON TO THE NEXT BIT O' FUN

I began working on the Anglia again, still sus

(story continues next page)

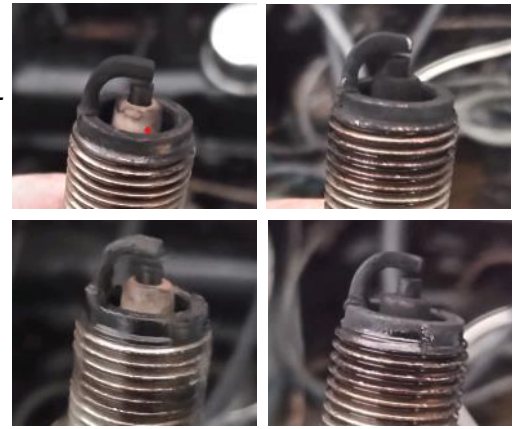
Anglia Wiring, continued

pecting an issue with the carburetor/fuel delivery, but I was advised to check the condenser. That's the thing that is failing in most old cars today. If the condenser shorts, there is no fire and a lot of wiring gets hot while failing to crank the car. If the condenser opens, there's fire and the car will run, but the points will pit very quickly and the car will not run quite as well. Condensers are just not made as well as they used to be.

Anyway, I pulled a few "spare" condensers out of my bag (glove box) and tested them with my handy-dandy digital V-O-M that happens to have a capacitance meter as well. Checking the resistance of the condenser displayed a rise from 0 to infinity (OL for the digital world). Reversing the wires showed the same values, so the condenser is neither shorted nor open. Using the capacitance capabilities showed the value at around 8.11 micro-Farads. A quick check in the manual says the value should be 0.18 to 0.22 micro-Farads. It appears that all my capacitors (sorry, automotive world...condensers) have the same value. Either my meter is wrong OR my meter is right and all my capac...er, condensers are the same and beginning to be an open circuit. I've another set on order and will check that when they come in.

In the meantime, I pulled the number 1 spark plug to check it and...well, pictures...thousand words, etc. If you note, all the plugs are extremely fouled, but 1 and 4 are the cleanest around the center electrode. The black soot on the plugs indicates the car is running VERY rich. I have noticed fuel mileage is about half what I should be getting, so I suspect my carburetor is at the heart of the fouled-plug issue. A quick under-\$10.00 check/fix was to replace (and properly gap) the new plugs. The car cranked (eventually) and ran well, but the problem is not solved. After driving a few miles, I shut the car

off and tried restarting. It was very difficult to start without flooring the accelerator. It's flooding and I am not doing anything to cause that issue.



Clockwise from top left, plugs 1-4. Note the coking oil on plug 4.

I planned to run a test recommended by my uncle: disconnect and plug the fuel line to the carburetor and crank the car until it dies from fuel starvation. Reconnect the fuel line and see if the "problem resolves itself" (i.e. trash preventing the float from shutting off the fuel flow needle valve) or the problem remains and I have a float that is not floating (which is what I suspect).

AND, on top of all this, the cooler weather has given an indication a new battery will be needed soon. I am attempting to recondition this battery with a feature on my battery charger and hope it can be made to last a few more weeks (months if I get really lucky). If not, I will close out the year having replaced batteries in several vehicles this year (and a couple that weren't even mine!)

FINAL CHAPTER

Pulling the fuel line from the carburetor and running the float bowl empty (also proved fuel pump is in excellent working condition) did something to the float bowl/needle valve operation. After reattaching the fuel line and running for a couple of miles, the car is running so much better AND when I turn in off and re-crank, it's back to the way it used to be. It only takes a light touch of the key for it to restart.

[Since the Anglia was at the BCF, we assume all is now well, and commend **Mac** for persevering-Ed.]

Wiring Diagrams Can Save Your Day

story and photo by John Liptak, SABCC

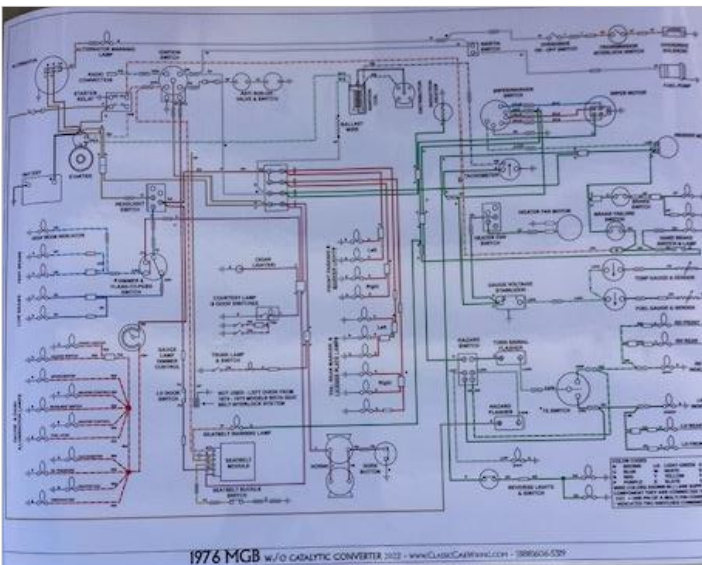
I'm new to the game so I might be telling you something everybody already knows. [John, even if they know, they probably need a reminder-Ed.]

I have had a bunch of electrical problems [common enough that we named an entire newsletter about them-Ed.] with my '76 MGB and recently came across something that makes things a little easier when diagnosing the problem.

An online company, [Classic Car Wiring](#), provides owners with a laminated wiring diagram in 11" x 17" or 18" x 24" sizes. And, the diagram uses the manufacturer's color codes.

I sent the folks at the company a question about my year and make and they came back to me asking if I had the model with or without a catalytic converter. Apparently, the only difference electrically between the Bs that year was the cars with a catalytic converter had an "EGR service counter and lamp."

Anyway, that being said I thought this might be something members might want to know about (if they already didn't know). Of course, knowing that bigger is better, I ordered the large one.



John's MGB wiring diagram.

Pierre's Wisdom

Pierre Fontana

Simple Tools

Some of my tools are older than many of you, but they served me well. As simple as some are, they are just functional.

For many young customers on low budgets, I had to cut corners. Some of their treasures had seen a



better time, and overheating was a problem on ill-maintained cooling systems. Sending a radiator to be cleaned was over their budget, so I devised a solution: I would run a strong cleaner in the system, let it soak for longer than the can required, and then I "HARD FLUSHED" the coolant backward and up the radiator filling port.

This must be done outside, as makes a mess. Remove a heater hose going in the block, attach the contraption to the hose, clamp it down, and connect an air hose to it. Make sure the radiator cap is off, turn the water hose valve open, and water will start running out of the radiator. Use around 30 psi in your air hose, like airing up a tire. Start pressurizing the system, take your time, and the radiator will act like Old Faithful in Yellowstone Park.

This will blow out old deposits in the radiator tubes—I said it would make a mess! I have seen lots of rust coming out. When it runs clear, remove the air pressure, open the bottom drain plug, and shut off the water. This technique helped many of you. When you have an old clunker running critically hot, it will help (and can't hurt).

Pierre Fontana is a technical advisor for the South Alabama British Car Club.

Spare Wires

News on British Cars and the Hobby

The 9 Best MG Cars of All Time

story by Graham Hope, *AutoExpress*

[With apologies to Mr. Tompkins, we offer this perspective on MG sent by SABCC member **Tony McLaughlin-Ed.**]

Since its founding in 1924 by Cecil Kimber, as a sporty spin-off from Oxford's Morris Garages, MG has led a rollercoaster existence, with some glorious highs and the occasional bitter low. What can't be argued is that the brand has delivered a wonderfully colourful portfolio of cars over the past century. Here we take a look at some of its most significant models of the last 100 years.

MG14/28

Years of production: 1924-1927
Price now: £60,000 (est.)



Even today, there is debate among MG fans over the origins of the brand and what can be considered its first true cars. But what is undeniable is that the 14/28 was the first to be produced in any significant volume. Available as an open tourer (with two or four seats) and a coupé, the 14/28 established the concept of an MG as a separate entity from the Morris offering it was based on.

MGA

Years of production: 1955-1962
Price now: From £18,990



A major commercial success for the manufacturer, the MGA represented something of a

new era for MG when it arrived in the mid-fifties, as was evident from its nomenclature. On launch, the roadster's flowing lines drew instant praise, and it was soon joined in showrooms by a hard-top coupé. Many were made for export, with the American market in particular charmed by its modern styling, technical innovations and the performance from its 72bhp, 1.5-litre engine.

MG Midget

Years of production: 1961-1979
Price now: From £2,495



The Midget is rightly considered one of the most classic affordable sports cars of all time. More than 220,000 were sold across four generations over 18 years, which demonstrated the Midget's enduring popularity – all the more remarkable considering there was some dissent initially from MG fans regarding its similarity to the Austin Healey Sprite, which it was based on. Between 1961 and 1974, it featured Austin BMC engines ranging from 46hp to 65hp, demonstrating that raw power did not hold the key to the driving pleasure it afforded.

MGB

Years of production: 1962-1980
Price now: From £5,750



The brand's defining car? Quite possibly. The MGB started life as a roadster, with a hard-top coupé version, the GT, joining the line-up three years after launch. More than half a million examples were sold

(story continues next page)

The 9 Best MGs, continued

over its lengthy production run, thanks to its appealing blend of stylish looks and an entertaining drive. These days the MGB roadster is recognised as one of Britain's most popular sports cars ever.

MG Metro

Years of production: 1982-1990
Price now: From £5,995



The Metro, conceived as an eventual replacement for the Mini, had been on sale for two years as an Austin before a sporty MG variant was unleashed in 1982. A Turbo version followed in October that year, but arguably the most memorable MG Metro was the outrageous 6R4 rally car that was introduced in 1985.

MGF

Years of production: 1995-2002
Price now: From £1,595



Launched to critical acclaim in the mid-nineties, and capitalising on the Mazda MX-5's popularity, this mid-engined, rear-wheel-drive roadster was a star in its own right, with cute looks, addictive handling and a comfortable ride, thanks to its Hydragas suspension. More than 77,000 found buyers during a seven-year production run.

MG ZR/ZS/ZT

Years of production: 2001-2005
Price now: From £1,395 (ZR); £1,195 (ZS); £2,495 (ZT)



A clever piece of badge engineering saw the Rover 25, 45 and 75 models turned into the MG

ZR, ZS and ZT respectively. These were performance cars that looked great, on account of their beefy bodykits and vivid colours, and provided genuine enjoyment from behind the wheel. The ZR, fitted with a range of engines stretching from 100bhp to 158bhp, proved a particular hit with buyers, and was the UK's best-selling sporty hatchback for a while in the early noughties.

MG6

Years of production: 2011-2016
Price now: From £1,995



On its arrival in 2011, *Auto Express* was slightly underwhelmed by this hatchback, lamenting that it was not the rebirth that fans were waiting for but pointing out: "MG needs to reinvent itself as a modern brand, not a recreation of dated cars of the past." How prescient that statement proved to be. As time has shown, the first car launched under SAIC ownership did a good job of re-establishing MG on the public's radar, paving the way for its current success.

MG4

Years of production: 2022 to present
Price now: From £21,799



Few cars of recent years have resonated quite so well with their target audience as the all-electric MG4 has done. Designed to deliver zero-emissions motoring at an affordable price in a stylish package that requires no compromises, this all-electric hatch has spectacularly hit the spot, propelling the brand to major success in the sales charts and picking up a host of awards, including 2023 Car of the Year from *Auto Express's* sister site *DrivingElectric*.

Auction Roundup: MGBs

[In keeping with the BCF theme, Auction Roundup is featuring a different MG series each month-Ed.]

1966 MGB Roadster



Sold for \$15,000 on Bring a Trailer

Resprayed in BRG in 1995, and trimmed in black leather with white piping, this MGB had only minor needs.

1973 MGB GT



Sold for \$18,600 on Bring a Trailer

In gold over black, this GT offered some upgrades, including gold Enkei wheels, a GPS speedometer, and a Nissan five-speed transmission.

1979 MGB Roadster



Sold for \$11,500 on Hemmings

Given its strong presentation in Carmine Red over black, this might be a bargain with a capital B. The lack of overdrive and wire wheels probably affected the price.

1980 MGB Limited Edition Roadster



Not Sold for \$7,500 on Bring a Trailer

This shiny black over tan LE needed some attention, but most commenters were surprised it did not sell.

BCF Kids' Choice Award

story by Don Pritchett , SABCC

This year we had 40 kids participate as judges in our Kids Choice Award. Their only criteria is to pick your favorite car. This encourages them to drag their parents around looking at the 150+ cars on display until they find their favorite one. When they turn in their ballot they get to chose a Hot Wheels-type of British car to take home.

Fortunately there was a wide variety to chose from because their votes were spread over 21 different cars. A bright yellow Lotus Evora GT edged out a blue McLaren GT. Forty-seven Hot Wheels-type cars were handed out. The most frequently chosen cars were Land Rovers, but only half of the available toy cars were taken.



The Kids' Choice Lotus Exige (photo by Robb Ogletree)

The kids' selections of toy cars reflected of their voting trends. All the Lotuses were chosen along with 100 percent of the McLarens. Interestingly, 100 percent of the generic pink cars were also chosen. This is a reflection of the number of girls participating. Aston Martins, London Cabs and Jaguars [Good on them-Ed.] were chosen at 80 percent rate.

The puzzler was a miscellaneous group that included MGBs was chosen at a 45 percent rate with no MGB being taken. Ouch! On a positive note one ballot was turned in voting for "car number 250,000" as their favorite. So, I offer this final observation: if you are investing in a British car that will be very saleable in the future get a pink Lotus or a McLaren. If you have an MG, list it with AARP!

Wire Nut

Michael King

[This is adapted from a column I wrote following the SABCC show, but it also applies to PBCA-Ed.]

I'm not a big Disney fan. I last went to Disneyworld in 2004, and before that, I'd not been since 1981. If you are a Mickey devotee, I won't judge, as long as you don't condemn me.

I have, however, learned a little about Disney's approach to customer service — their "guest experience." They call employees "cast members," and consider all public areas of the park to be "on stage." Employees are to stay in character to ensure that every guest has the best possible Disney visit.

One way they accomplish this by having a vast network of tunnels, hidden entrances and exits, and behind-the-scenes spaces where cast members eat, dress, take breaks, repair equipment and costumes, and generally do all the tasks that don't need to take place in the eyes of the public. These areas are called "backstage."

Perhaps you do not realize all the work that goes on "backstage" at a car show. No, we don't have tunnels or secret areas, unless you count the Christian Life Center at the church where the votes are counted on Saturday. What I mean is all the work that goes on before, during, and after a show to make sure that all goes smoothly.

Let's start with show planning. In a series of about ten two-hour meetings, starting not long after the last British Car Festival (BCF) has wrapped, the SABCC show committee hashes out all the details. This involves selecting dates and a theme, securing the show sites, getting artwork, and producing postcards in time for the shows in New Orleans and Pensacola. Sponsorship and registration forms have to be updated, classes have to be reviewed, and contacts must

be made with regional and national organizations to advise them of the show dates and themes. We also have to get our insurance coverage in place. By early summer, we are recruiting the title and general sponsors, ordering dash and awards plaques, designing and printing T-shirts, and lining up volunteers to fill key roles.

Not long after that, we begin registering cars, recruiting class sponsors, and designing and printing show ballots. Supplies for the goody bags have to be gotten, food for Friday night needs to be ordered, and someone has to get the door prizes for the pre-show dinner.

Meanwhile, the field layout has to be developed, adjusted, and then adjusted again as the registrations come in. We expect high volume for the theme cars, but we're never sure how that will affect the rest of the field.

In the final weeks before the show, we shift into high gear. Shirts have to be sorted and bagged, windscreen cards are being printed, and sponsor assignments have to be completed so that the class signs can be produced. For many of us, the show week itself is almost non-stop, and on Friday night and Saturday, early mornings, late nights, and skipped meals are routine.

I've been in charge of BCF registration since 2017 and will do likewise for PBCA in 2024. If I, or any of the other BCF leads, seemed tired, frustrated, or short-tempered, please understand. We've been backstage for months, and when we are onstage, we cannot always promise a "Disney guest experience." We are all, in fact, volunteers, and we are humans — tired, sore, and maybe on the verge of burnout — not characters in costumes with fixed smiles.

PBCA has already started planning the 2024 Brits by the Bay. If you can help, please volunteer. Our guests, and our hobby, deserve the best show experience we can offer.

PANHANDLE BRITISH CAR ASSOCIATION

2023 "Brits on the Bay" All British Car Show

PLEASE PATRONIZE OUR SPONSORS

Show Sponsors

Hood's Discount Home Center of Foley

Jeweler's Trade Shop

Tom Schmitz

Eddie & Terry Toenes

Anchor Pest Control

Marc A. Blackburn Family Dentistry

Carpenter's Campers

Costello's Butcher & Deli

Frontier Motors

Pine Meadow Veterinary Clinic

Stephen Reese

Taber's Toybox

Class Sponsors

Ace Unlocks of Pensacola

Air Tool Company

Auto Save Tire & Service Center

Franz Bachmann

Bert, Bentley & Catherine

Coastal Machinery Co

Compu-Graphix of Pensacola

Cub's Crawfish

Custom Control Solutions

EddieSueNeedsaDate.com

Edward Jones-John Peacock, CFP

Emerald Coast Coins

The Hangar

Hot Spot Barbeque

Douglas Kirkley

Jay's Mobile Mechanics

JRH Enterprises-John Henry

Mike Ryan's Truck & Auto Accessories

NAPA Auto Parts

O'Reilly Auto Parts #1468

Paint Mart

Pensacola Bay Brewery

Penton's Auto Trim & Truck Accessories

Prof. Emma G. Plum

Bob Prince

Red Barn Studio

Runway Imports

Cathy Saxton

Security Engineering, Inc

Southern Gardens Florist

Terrezza Optical

Eddie & Terry Toenes

Fred Veenschoten

Warrington Chiropractic Clinic

George E. Wakeman

Bill & Donna Weeks



Classifieds

1960 Triumph TR3

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

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

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

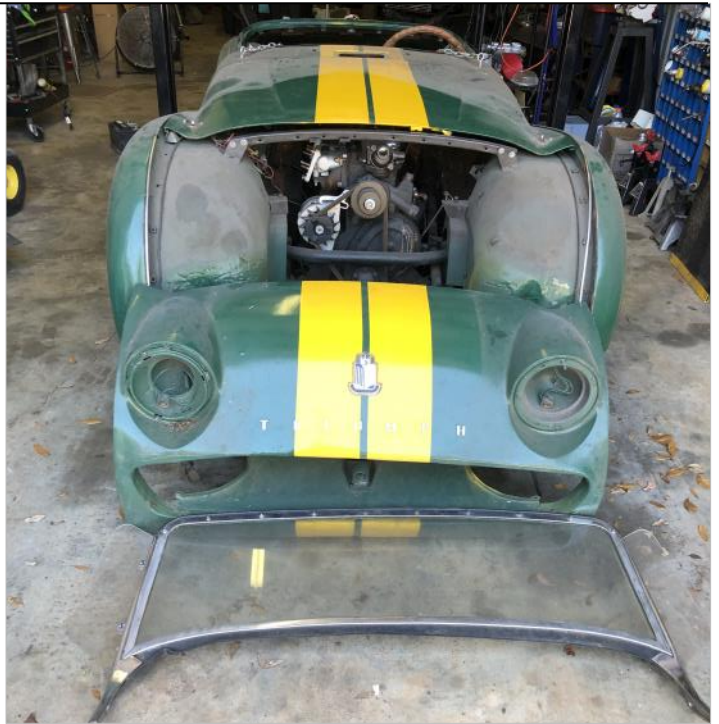
Car can be seen in Daphne. I have lots more photos if anyone is interested.

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

Laramie Dixey

251-472-6446

planetdixey@gmail.com



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

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

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



1993 Jaguar Vanden Plas Wheels

Set of four wheels from a Jaguar Vanden Plas saloon. Low mileage, but tires may be "aged out!" Can be had for a reasonable offer; seller will deliver within the normal limits of the three British car clubs.

Taber Tompkins tabertoys@aol.com

Call/text 703-489-3993

Ccall/leave a message 850-682-3117

1980 Triumph Spitfire

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



Herb Patterson
850-699-8546
kandh26@outlook.com

2015 Jaguar F-Type S

Pristine condition. Kept covered in garage. Only 17,588 miles. Special order interior. \$35,000.



Text 478-361-0997

1948 MG TC

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



Text 251-752-4434

Just one more thing, please . . .



Seen by SABCC VP of Activities Dave Roloson at last month's Cruisin' the Coast.



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