



Smoke in the Wires

Apertodie Musings of the Panhandle British Car Association

BRITISH CAR WEEK

Our car show a great event! Even with the rain, it was a great show. We did better for our out of town guests and better for our sponsors this year and had a great time doing it. Financially, we did well also. Despite only 67 cars and bikes taking the show field, we came out very well. I am very pleased that some truly noteworthy vehicles made first-time appearances as well.



For me, seeing the 1915 Triumph with a wicker side car and the vintage Morgan 3-Wheeler made my day. I have always lusted after Morgan 3-Wheelers since my time in Tucson when one regional show regularly had at least three in attendance. We have not had one for many years. Outstanding!

Your work with the sponsorship drive really came through. We had about the same number of sponsors, but thanks to your upselling, we had many traditional sponsors donate more than the basic \$40 sponsorship. If you haven't already done so, please get with Tom Schmitz to pick up your plaques to thank the sponsors you brought in.

I would be remiss not to stop at this point and thank the volunteers. As the volunteer organizer, it was my job to ask, cajole and even bribe a few of you to fill the spots needed to continue to expand our show. You never complained. You just gave more. In the end, I had volunteers filling 114 distinct positions with many of you doing Friday jobs as well as multiple jobs on Saturday. I think Jason and Stacie Court showed up to help just about everywhere. Across the board the results clearly showed with our hospitality efforts being much more, well,

INDEX	
From the Editor	1
Euro Meet Details	3
Car Show Pictures	4
Thanks To Our Volunteers	6
Sponsor Appreciation	8
Upcoming Events	10
Missing the Marque	10
PBCA Officers For 2015	12
Fancy Friday Pics	12
Featured Car 1967 MGB	13
Tool of the Month	14

hospitable this year. I know working a volunteer position sometimes takes away from your opportunities to relax and enjoy the show, so from the entire Show Committee and the Executive Committee: thank you.



With the show behind us, I have to say that I've been tired. Clearly I have not spent the time hammering out another Smoke in the Wires at my keyboard. I have not been up for any major car events either in the wake of the show. I did attend Cars & Coffee events in both Ft Walton Beach and Pensacola. Why? These are low-effort morning gatherings for two or three hours tops. You arrive when you want and leave when you want. With no trophies at stake and with the Jag freshly detailed from our own show, there couldn't have been less effort involved. It was



just what I needed after the intensity of our own show. At each event, only two or three other British cars attended. The bulk of the crowd and cars were much younger but that didn't stop their enthusiasm for our classics.

Before we get into the summer doldrums and go hide out from the hottest part of the season, we have one last great event as a club. The Pensacola Euro Meet is on June 6th at the National Naval Aviation Museum on NAS Pensacola. We are co-hosting it with the Mardi Gras MG Club and the South Alabama British Car Club. Our Brits on the Bay show is great because it is fabulously organized and executed. The Pensacola Euro Meet is great for exactly the opposite reasons. The theme is low intensity, low cost, basic organization and no show classes or ballots. Just come, pay your \$5 entry fee that gets donated to the museum and park your car. Enjoy the cars. Enjoy the museum. Enjoy a great lunch at the Cubi bar. The point is to have a great time at a great venue without having to go to a lot of trouble. The Meet begins at 9 am and finishes up around 2 pm. At 1:30 we'll draw the 50/50 raffle and



the Museum Director will present a Director's Choice trophy. Stay as long as you like after that. Just remember to have your driver's license, vehicle registration and proof of insurance to get on base.

Additionally, this week leading up to the Pensacola Euro Meet is British Car Week. That means get your British car out as often as you can to help raise interest in our hobby. Let's wrap with a big turnout at the Euro Meet!

Marc Cherry

Editor

2015 ALL-EUROPEAN CAR MEET

EURO CAR MEET

HOSTED THIS YEAR BY:
Panhandle British Car Association
South Alabama British Car Club
Mardi Gras MGs British Car Club

● **TIME**
9am-2pm
June 6, 2015

● **WHERE**
Pensacola
Naval
Aviation
Museum

● **To benefit**
Naval
Aviation
Museum
Activities

● **Door Prizes**
50/50 raffle

JUNE 6, 2015

Registration starts at 9am. Only \$5 for car owner to register and enter.
The public is invited to view these amazing cars for FREE.
Excellent Museum restaurant adjacent to the car meet site.
ALL PROCEEDS go to the Naval Aviation Museum, supporting
their activities.



● **Information**
cmail:
tschmitz@gultel.net
prsalms@yahoo.com

SATURDAY JUNE 6
9 am to 2pm

BRITS ON THE BAY





Brits on the Bay – April 18, 2015

Thanks to our army of volunteers! You helped us fill 114 slots to make this the best organized show to date. We really appreciate your enthusiastic participation and look forward to another great year.

Chair: Tom Schmitz

Assistant Chair: Bob Henson, Tom Matsoukas, Marc Cherry

Site Preparation: Friday-Saturday

Bill Weeks, chair, **Keith Sanders, Gus Fell, Bob Henson, Paul Salm, Tom Matsoukas, Marc Cherry**

Parking:

Marc Cherry, chair, **Bill Weeks, Richard Lewis, Rich Willows, Al Deweese, John Grossi, Gus Fell, Ralph Overly, Tabor Tompkins, Jack Rowles, Jason Court**

Reception/Registration Area:

Tom Schmitz, chair, **Jeanne Schmitz, Midge Derby, Risa Manske, Tom Matsoukas, Rich Willows, Al Deweese, Mike Bamford, Karlyn Cherry**

Balloting:

Tom Schmitz, Chair, **Gail Sanders, Donna Weeks, Rise Manske, Gus Fell, Midge Derby, Karlyn Cherry**

Awards/Trophies:

Tom Schmitz, chair, **Marc Cherry, Curt Derby, Bob Henson**

Specialty Awards:

Rolling Sculpture Award--**Bill Sillhan**

Special Category Trophies--**Marc Cherry**

Moulten Family Award--**Moulton Family**

Best in Show-judges--**Mike Darby** with **Larry Norton and Bill Gillson** of Peachtree MG Registry

T Shirts

Artwork: Curt Derby, Rich Willows

Production: Tom Schmitz, Curt Derby

Show Sales: Mickey Kay, chair, **Kay Kay, Ann Fell, John Malone and Ken Stewart**

Printing

Curt Derby, chair

Goody Bags

Tom Schmitz, chair, **Darla Willows, Rich Willows, Al Deweese**

Sound System:

Bob Manske, chair, **Bill Weeks**, **Tom Matsoukas**, **Marc Cherry**

PA Announcer: **Keith Sanders**

Show Promotions:

Bill Weeks, chair, **Keith Sanders**, **Curt Derby**, **Tom Schmitz**, **Bob Manske**

Awards Presentation:

Tom Schmitz, chair, **Marc Cherry**, **Taber Tompkins**, **Paul Salm**

Photography:

Mike Japp, chair and web site manager, **Bill Moseley**, **Cam Leonard & Richard Lewis**

Motor Homes:

Gus Fell, **Bill Weeks**

Friday Day Activities:

Tom Matsoukas, **Marc Cherry**. Co-chairs, **Henry Hensel**, **Ingrid Candelaria**, **Richard Lewis**

Friday Night Reception:

Therese Hemert, chair

Set Up: **Marc Cherry**, **Tom Matsoukas**, **Bob Manske**, **Liza Maynard**, **Tim Maynard**, **Marie Olive**, **Jeff Olive**, **Jason Court**, **Stacie Court**

Food Arrangement and Serving: **Therese Hemmert**, **Jeff Olive**, **Marie Olive**

Guest Welcome: **Marc Cherry**, **Melissa Silhan**, **Bill Silhan**

Post Event Clean Up (10-11:30 pm): **Carol Stewart**, **Ken Stewart**, **Jack Rowles**, **Jerry Rowles**, **Jeff Olive**, **Marie Olive**

Food Booth:

Therese Hemmert, chair, **Gene Wilcox**, **Risa Manske**, **Carol Stewart**

Bob Manske, **Monica Bachmann**, **Marie Olive**

Raffle:

Jeff Olive, **Judy Huber**, **Paul Salm**, **Jerry Rowles**

50/50: **Darla Willows**, **Donna Weeks**

Basket Sales

Therese Hemmert (basket), chair, **Joan Clemons** (quilt), **Jerry Rowles** (basket), **Ann & Gus Fell** (basket), **Jeff Olive** (wood bowl), **Tom Matsoukas** (tools), **Rich Willows** (painting and framed print), **Curt Derby** (2 paintings), **Dom Hambrick** (Enamel Badge), **United Bank** (silver necklace)

2015 “BRITS ON THE BAY” SPONSORS

MAJOR SHOW SPONSORS (18)

Mini of Pensacola	Patrick Broadus, Financial Advisor
Jaguar of the Gulf Coast	Carpenter's Campers, Inc
Jaco's Bayside Bar & Grill	Adcox Imports, Inc
B & M Starter and Alternator Serv.	Brian Daly
Cockrells Body Shop of Pensacola	Taber's Toybox
Highlands Historical Consulting	Anchor Pest Control Inc
Jewelers Trade Shop	Valued Anonymous Donor
Frontier Motors, Inc	Michael King
Hoods Discount Home Center	Therese Hemmert

SPONSORS (73)

AAA Custom Cabinets	Auto Save Tire & Service Center
A & E Pharmacy	Bobby Likis Automotive
Ace Unlocks	Bob Cole's Automotive LLC
Air Tool Company	Bodree Printing Co
All Pro Tune Up	Brown Galloway Associates
Allen Turner Automotive Inc	Bruce K. Felder DDS, MS, PA
Alley Car Customs, Gerald Davis	Carmen & Elaine Ciardello
Andrew Acker, DMD	Classic Motorcar Services - R Cunningham/R McDonald
Andrews Transmission & Auto Care	Coastal Machinery Co
Another Broken Egg Cafe	Creative Flooring of Pensacola
Apple Market	Custom Control Solutions
Aragon Wine Market	Cut-N-Up Barbering & Style

Darby Classic Restorations	The Paint Mart
Eddie English Company	Pensacola Bay Brewery
Eddie Mercer Automotive	Pensacola Bay Stucco, Inc
Edward Jones-John Peacock	Penton's Auto Trim & Truck Accessories
Evans Automotive Service Center, Inc	Pentica Motor Works, Pensacola
Five Star Automotive	Pine Meadow Veterinary Clinic
The Flip Factory	Pop's Attic Storage
Hawsey's Book Index, LLC	Prof. Emma G. Plum
Hi-Tech Car Wash	Raley Brake & Alignment Service Inc
Hirst Transmission Specialists	Rainbow Snowcones - The Bachmanns
Hot Spot Barbeque	Ritcheys Service Center
JR'S Paint & Body, Inc	Robert Tau Corvettes & Classics
Juliet DeCampos, M.D.	Dr. Edwin Roberts Chiropractic
Live Oak Medical Associates	Robinson Automotive, Inc.
Loftis Marine Division, Inc	Rodizio Grill
Logbook Magazine	S & S Plumbing
Maaco Auto Painting	Security Engineering, Inc.
Margaret Porter Insurance	Sew Sew Embroidery
Mike Ryan's Truck & Auto Accessories	Sonny's Real Pit Bar-B-Que
NAPA	Southeastern Reps, LLC
Northwest Florida Oral & Maxillofacial Surgery	Southern Gardens Florist & Gifts
Oooodles Antiques	Velocigraphix, Carol Nugent
Ted and Pat Oster	Vince Whibbs Automotive Group
Outback Steakhouse	Winged Wheel Garage
Michael C. Parker DMD	

PBCA 2015 EVENTS SCHEDULE

APRIL THROUGH JUNE

All PBCA Monthly Meetings will be 6:00 pm Dinner/7:00 pm Meeting at Sonny's Bar-B-Que, Navy Blvd at US Hwy 98, Pensacola and will feature a Program, Door Prizes, 50/50 drawing until further notice by email, website and Telephone Tree.

*All Executive and Show Committee Lunch Meetings are always open to the entire membership and participation is encouraged. For new members it is a good way to meet active members and get involved in either a small or larger way. Be a part of the club. You will be enthusiastically welcomed.

Event details will be emailed and posted on the PBCA Website: www.pbca1.com

(PBCA Sponsored Events, Club Activities and Meetings in Bold type)

Sat-Sun May 30- June 7 - " Annual British Car Week"

(PBCA "Annual British Car Week" Event: Euro Show 6/6)

JUNE

Tuesday 2 - Breakfast at the Grand, 10:00 am, Crown Plaza

Saturday 6 - Euro Show, Naval Aviation Museum, Hosted by British Car Clubs

Wednesday 10 - PBCA Executive Committee Meeting, 12:00 Noon, Crown Plaza

Monday 15 – PBCA Meeting & Program

Saturday 27 – Baldwin County Heritage Museum Tour & Lunch at Lulu's, Gulf Shores

JULY

Tuesday 7 - Breakfast at the Grand, 10:00 am, Crown Plaza

Wednesday 15 - PBCA Executive Committee Meeting, 12:00 Noon, Crown Plaza*

Monday 20 – PBCA Meeting (TBA location in Gulf Breeze)

Saturday (TBA) - Hadji Temple Car Show

Sunday 19 – 20th Annual All British Car Clubs Pig Roast, Schmitz Home, Lillian, AL

Friday 31 - Fancy Friday Dinner on the Town, Location TBA, \$10 RSVP Required

MISSING THE MARQUE

This Month's *The British Line* submission for *The Marque* by Richard Lewis

Rain, Rain, Go Away!

As promised, Your Loyal Correspondent (LYC) brings to you a report on what continues to be the premier event of the British car experience on the Gulf Coast. Of course, what could that be except the Panhandle British Car Association's "Brits on the Bay" Show, held on April 17 and 18? It was, as promised, a splendiferous event, with a series of tours and visits in and about Pensacola on Friday, ending that evening with what has to be the most exceptional welcoming event for out-of-townners as well as PBCA

members. The Commerce Museum was beautifully decorated with club banners and British flags and the party attended by about 120 revelers. PBCA President Tabor Tompkins presided over great food, drink and warm comradeship. The evening was capped by a parade of bagpipers, led by member Walt Schuman, rhapsodizing with great Scottish tunes.

Saturday morning. Ah, Saturday morning. The gods of weather must have had a serious tiff among themselves Friday night, because that

Saturday morning, they were in a foul mood. Clouds rolled in, looking like clotted buttermilk, gone bad. The winds picked up, and for a few moments, it looked like their benevolent breaths might blow away those ominous clouds, still looking like a bad headache.

Alas, it was not to be, and a light rain pelted down on sixty seven cars, some swaddled in tarps or others lifting their ragtops in defiance of the weather.

Those sixty seven cars had defied the threatening weather forecast and had taken their place in the ranks of Triumphs, Jaguars, Mini's, Sunbeams, MG's, Lotuses, and others, those ranks gap-toothed by the absence of some eighty or ninety cars who had planned to show up. Sixty seven brave, fearless, intrepid souls.

Yes, we had about sixty rather than the one hundred-thirty to one hundred-fifty cars that normally show up for what they know is simply the best show on the Gulf.

Still, despite an occasional sound of the gods bowling overhead and a sprinkler can of rain once or twice more, the weather never became really rotten, and the band played on. Everything followed the usual course of events, with a wonderful raffle with prizes of extraordinary value, all donated by PBCA members or sponsors. On display was everything ranging from a \$200 tool kit, a gorgeous turned bowl by Jeff Olive, terrific paintings by Curt Derby and Rich Willows, a fantastic wine collection of expensive wines, a basket of exotic comestibles suited to the most jaded palate, and on and on. A terrific 50/50, lots of door prizes, and all to the sounds of "The Not Quite Fab" Beatles band, and everyone looking over a beautiful array of cars. All in all, a highly successful car show.

Except, some folks couldn't make it.

It is perfectly understandable why someone isn't willing to expose his prized British cars to what might have been terrible weather. While it turned out to a sissy storm, its forecast was ominous enough to cause someone to decide to stay in and work on his stamp collection.

Still, we soldiered on, and next year, the early sacrifice of a virgin (if we can just find one) is guaranteed to keep the weather gods content for next year's show. Plan on it and plan to be there.

Recent

March 31-Our ever-popular Breakfast at the Grand drew about 20 happy trenchers.

April 7-The last Show Committee meeting, with everything coming into shape.

April 17-18- The Friday Events, Welcoming Party, and "Brits on the Bay" Show. See above.

April 24-After the Show Meeting at the Lewis residence saw about a dozen members reviewing the Show and planning improvements. Next year will be even better.

May 2-Wooden Boat Show- About 20 PBCA members joined the Blackwater Pirates on a trip to Alabama to look at lots of wooden boats, in and out of the water. A fun outing.

May 13-Executive Board Meeting at the Grand reviewed plans for upcoming events, especially the Euro Show at the Pensacola Naval Air Museum, scheduled for June 6.

May 16-Panhandle Cruisers Show at the 5 Flags Speedway. A full array of cars, domestic and foreign, is lots of fun. More details via email.

May 18-Regular Monthly Meeting at Sonny's BBQ at 6 pm. Business, fun, and a review of the Show with all members present.

May 29- Fancy Friday Dinner on the Town-An increasingly popular event, this time scheduled at 6:30 pm at the Fishing Hole Restaurant in Pensacola, well known for its fine seafood. Our own Martha Stewart, Theresa Hemmert, graciously plans these events. Thanks, Theresa.

May 30-Silverhill, Alabama Car Show-More via email as it becomes available.

Upcoming

June 6-The before-mentioned Euro Show invites all marques to come to the fantastic Naval Air Museum on the Naval Air Station in Pensacola. Hosted by PBCA, MGMG, and SABCC, all proceeds go to the Naval Air Museum. Scheduled to start at 9 am until 2 pm, this is a great chance to see seldom-seen cars and is for a good cause.

Next month, YLC will be out-of-pocket, so look for a refreshing change from a surprise guest editor. See you in August.

PBCA Officers for 2015:

President

Taber Tompkins

Vice President

Paul Salm

Vice President

Marc Cherry

Secretary

Richard Lewis

Treasurer

Tom Schmitz

Newsletter Editor

Richard Lewis

Club Regalia

Mickey Kay

Technical Advisor

Mike Darby

Webmaster

Mike A. Japp

Show Committee Chairman

Tom Schmitz

Members at Large Franz Bachmann Bill Weeks Bob Henson Therese Hemmert

Smoke in the Wires is a publication of the Panhandle British Car Association
Contact Marc Cherry redshirt98@att.net for questions or submissions

FANCY FRIDAY

29 May The Fishing Hole



Featured Car

'67 MGB
Stephen Farrell



Little foreign cars were a passion of mine since 1962 when I saw a Jaguar E-Type on a billboard advertised while riding on my school bus from Kadena AFB to my school in Naha, Okinawa. Then, there was an article in the local paper describing the racing of two local cars by officers stationed on Okinawa. One was a black E-type and the other a 356 Porsche. I was hooked never having seen one in the steel. From then on I read everything I could get my hands on about little sports cars.

In 1968, while in college, at The University of South Alabama I finally realized my dream and purchased a 1963 MGB. It was candy apple red with wire wheels. We raced 6 cylinder Mustangs, Opel GTs, a TR3, and a Frat Brother's new Vega with great success. I enjoyed it until my family outgrew it and traded it in for a Volvo 122S. Later there were 3 Fiats, and a TR3, a TR4, 2 TR6's, a TR7, and a Jag XJ6 Saloon.

In 1992 while on a daytrip from central Louisiana I was in Houston doing my usual thing looking at sports cars. I found a TR6 and as part of the package deal they agreed to deliver a 67 MGB to Louisiana if I took the TR6. It was pretty sad but it was a chrome bumper wire wheel car that I wanted. Those cars were difficult to find in central Louisiana before the internet.

It was a non-runner and needed most everything. I had the car painted and got it running. It sat for about three years from 2003-2006 when I towed it to Florida. It was again in sad condition. It wouldn't run, the paint was peeling, and the top and interior were ragged out.

I bought a set of carbs on eBay from Jimmy Hilton, and Dave Knight rebuilt the front end, braking system and the car was now usable but not very eye appealing. I did the Brits on the Bay Show and joined the PBCA in 2007. In July 2013 I started again. I had a local guy soda blast the car after stripping all of the trim and chrome. Then I took it to Hon at H&D body shop. Many ups, downs, and might as wells later it was completed in 11/14. Some body patches had been required on the dog legs, fenders, doors etc. All new chrome, bumpers, emblems, grill, rubber seals etc were installed. New Smith Gauges were installed; and Precision Sewing installed a Moss panel kit and custom leather seat covers. New tires and two new wheels from Moss were required when wobbly wires were found. Two weeks ago it finally became a good runner again. Art from Big Dog Towing (as referred by a PBCA member) serviced the carbs, installed a new 25d4 Lucas Dizzy, new plug wires and set my timing and valve lash. It is running nearly Japanese car smooth.



Since this is British Car Week I posted a warning on Facebook about trails of oil drips and parts falling off.....So Saturday when I took the cover off, the driver's door mirror fell off on the garage floor. I believe she was showing her disapproval. But all is well. We had a great drive from Navy Point to Navarre and back. It was a lovely drive coming home at 9:30 pm and we went to Church Sunday. I think she has forgiven me.

TOOL OF THE MONTH

TOOL OF THE MONTH: SPECIALTY TOOLS

BY MARC CHERRY

Regular readers know that 'the right tool for the job' is one of my recurring themes. Like most of you, I spent my younger and poorer days collecting the basic tools that did a lot of jobs well, like screwdrivers, sockets, and wrenches. For some jobs, these tools worked but not always. For many jobs, the right tool for the job doesn't even hang on the rack at the local vendor. For those jobs, you need to shell out the big money or make the right tool yourself.

There is a great deal of smug satisfaction in encountering a problem and knowing you have just the thing to solve it. It doesn't matter whether that 'thing' is a pair of ignition points you were smart enough to pack along on a trip or the unique (and expensive) drawbar to change the serpentine belt on a supercharged MINI Cooper. I don't care that I've

only used the \$120 MINI belt tool twice. What is important here is that I can change the belt on a MINI in five minutes when most owners would be at the mercy of a shop. One more belt change and I'll have broken even!



Conversely, there is great dissatisfaction in investing in a special tool and finding it comes up short, mangles your parts, or cannot stay out of its own way. Just look at the spoke wrenches. I don't have to tell you which is the winner and which the loser. The winner looks like a winner. Everything about it right down to the gleam says that it will adjust your spokes with grace and efficiency. The other looks like busted knuckles in progress. It is a try hard, aimed at trying to do too many things or too many sizes of spokes. In short, it isn't specialized enough.

The wrong and the oh so right answer to spoke adjustment

Most of our cars have some unique tools associated with them. Before I left England, I knew I would be a Jaguar guy for the long haul. I belonged to a great club over there that had commissioned a myriad of tools both of their own design and replicas of factory-spec tools long out of production. I came back to the US with a hub puller (not shown), cam setting tool, timing chain tensioner, and the truly awesome spring compressor that remains the most elegant solution to working on the unique coil over damper setup used on Jaguar rear suspensions.

Sometimes there isn't a factory solution to the issue confronting you. Other times you simply can't afford the factory solution. In the bizarre case of Jaguar, the service manual often contains detailed schematics for specialized tools that were never offered commercially. As Jaguars have never suffered fools with tools well, the DIY specialized tools have served as a litmus test for many previous owners. If you are not savvy enough to build the suspension setting tools for your Jaguar, you are equally incapable of setting the suspension of your Jaguar properly.



Jaguar Tools: Cam Setting Tool, Spring Compression Tool, Timing Chain Adjustment Tool



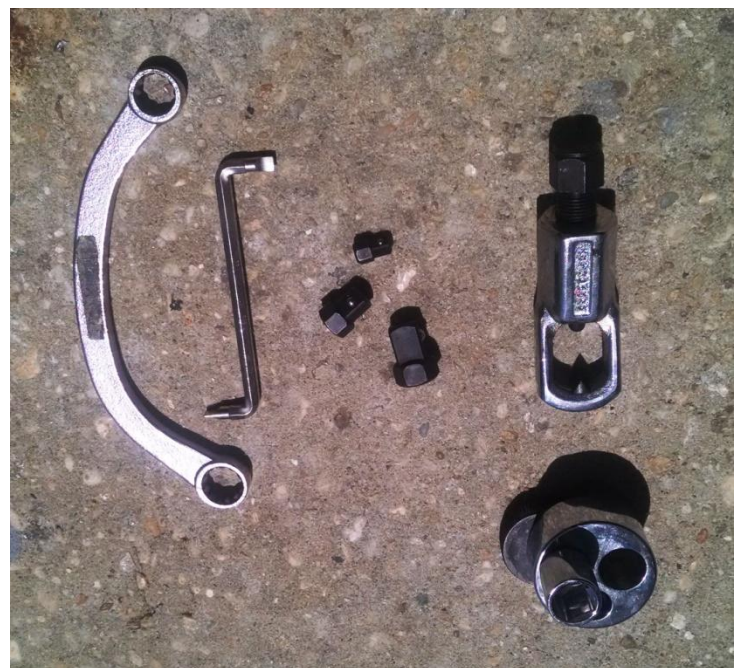
Home Made Tools: Jaguar Suspension Setting Tool, GM Carburetor Adjustment Tool, Jaguar Valve Keeper Removal Tool

Homemade specialty tools often show the greatest ingenuity, if not always showcasing the greatest craftsmanship. Why? Rage. Often the need for a specialty tool is not revealed until you are deep into a project. Frequently, the letting of blood heralds the requirement for a new tool. Hence, many specialty tools are constructed in haste with functionality far outweighing aesthetics. Look at the photo. The orange bar is a Jaguar suspension tool used to “Hold the suspension in the mid-laden position for camber adjustment.” It boasts clean corners, beautiful weld fillets and even reflects that I took the time to protect it with a coat of paint. Clearly this tool was built before the project. Why? Because Jaguar warned me that I’d need it before the project began, it was built with care. Not so with the carburetor wrench in the middle. My father constructed this after a couple of busted knuckles. Blood may have caused some of the corrosion evident on this tool. I am to blame for the hack-job valve stem removal tool made from scrap copper pipe. I’d

obtained a quality valve tool before undertaking the head disassembly on the Jaguar. I expected no trouble because I had

obtained the right tool for the job ahead of time. Or so I thought. It turns out that Jaguar valves are buried so deep into the head that an extension is needed. In a fit, I built my extension with a saw and a drill press. It only needed to work twelve times.

In surveying my tools, I also discovered specialty tools not tied to a specific make or model. Not surprisingly, some of these were the first tools I acquired after I had all the basics covered. Almost everyone owns an obstruction wrench. Most of us have never used it. Many of these are hand-me-downs. By around 1975 every obstruction wrench the world would ever need had been built. We have been passing them around between us ever since. British cars in particular seem to need obstruction screwdrivers as almost every voltage regulator seems to be mounted in an inaccessible fashion. Low profile adapters to let you use a wrench on sockets have been a blessing as well. For every fitting that has been destroyed by the



Commercial Specialty Tools: Obstruction Wrench and Screwdriver, Socket Nuts, Nut Splitter, Stud Puller

misapplication of vice grips, there is the stud puller and the nut splitter. These are tools so beautifully fit for purpose they are fun to use. You want satisfaction in a job well done? Use a nut splitter to bust away a rusted and rounded nut to leave an undamaged stud or bolt in its wake. Glorious.

I have two sons. The older one is mechanically sympathetic from birth and is slowly becoming mechanically inclined as circumstances force him into evermore intimate encounters with his aging Mustang. The younger son is naturally mechanically inclined, though inexperienced. Likely, the older one will inherit a selection of very fine basic tools. The younger one will probably have made off with any tool that looks out of the ordinary long before the reading of the will. He understands that the treasure is in the unusual.

COME JOIN US ON FACEBOOK!

The screenshot shows the Facebook page for the Panhandle British Car Association. The page header includes the name of the group and navigation links. The main content area features a large image of a blue classic car with its hood open, and a smaller image of the group's logo. Below the images, there is a 'Write Post' section with a text input field and buttons for adding photos, videos, questions, and files. To the right, there is a 'MEMBERS' section listing 34 members, a 'DESCRIPTION' section with a welcome message, and a 'CREATE NEW GROUPS' section. The left sidebar contains various Facebook navigation options like News Feed, Messages, Events, and Groups.

