smoke in the wires

Apr. ’24

From the President

Paul Reese

Meet Fred Veenschoten, Chairman of "Brits on the Bay"

Hello Everyone!

It's almost time for the car show and I would like to turn this month's article over to our esteemed show committee chair, **Mr. Fred Veenschoten**.

By way of introduction, Fred was born in Erie, Pennsylvania and when he was at an early age, his family moved to Birmingham, Alabama. He graduated from Samford University in Birmingham and worked in industrial sales for twelve years. He then took a four-year sabbatical and lived on a boat during which time he designed, developed and patented a guitar capo. After ten years of manufacturing he sold the business and retired.

He's been married to **Toni**, who is from New Orleans, for 36 years. He currently looks after his three-wheeler Morgans and Toni and he regularly play Irish music at a session at McSharry's Irish Pub in Fairhope. They performed at the Fairhope Yacht Club on St. Patrick's Day.

***Toni** in their 1952 Morgan F Super*

So some notes from Fred regarding the show:

We look forward to having a great show this year again. Some classes will be moved to avoid crowding issues we have had in the past. I look forward to seeing everyone on Friday and Saturday.

Thanks, Fred, for all your efforts on the show!

***Fred** in their 1935 Morgan Sport*

Paul Reese
pbca1president@gmail.com

On the cover: ***Noel Eagleson** rides high in **Henry Pearson's** 1955 MG TF 1500 while **Fred Veenschoten** works underneath (photo by **Bob Manske**)*

PBCA Club Officers

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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.

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.

I have an order for two shirts, but need two or three more to make shipping costs reasonable. Please contact me if you are interested!

Activities Calendar

April 15, 2024
Monthly Club Meeting
The Hangar, 7:00 p.m.; arrive around 5:30 or 6:00 to eat and socialize. This is the last meeting before the show, so we'll stuff goody bags and make other preparations.

April 19 and 20, 2024
Brits on the Bay *(registration form next page)*
Friday: Lunch at Jim's Grill, Molino, followed by Velocity Restorations Tour
Friday Dinner: Museum of Commerce, doors open at 5:00, activities begin at 6:00
Saturday: Seville Square show site opens at 8:30

May 2, 2024
Executive Committee Meeting
Beef O'Brady's, Nine Mile Rd. near Pine Forest, 11:15, all club members welcome.

May 4, 2024
Annual Club Picnic
Governor's Pavilion, Big Lagoon State Park; 10:00 a.m. PBCA supplies hamburgers, hot dogs and all the fixins'; members are asked to bring a covered dish and their own drinks.

May 20, 2024
Monthly Club Meeting
The Hangar, 7:00 p.m.; arrive around 5:30 or 6:00 to eat and socialize.

May 25, 2024
Silverhill Veterans Car Show
Judged all-make show with a British class; the Brits always commandeer the southeast corner of Ala. Hwy. 104 and Baldwin Co. Rd. 55, thanks to the Mardi Gras MG Club. Registration is $25 and the judging starts at 11.

April 2024

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 Brits on the Bay	20
21	22	23	24	25	26	27
28	29	30				

May 2024

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

PANHANDLE BRITISH CAR ASSOCIATION

BRITS ON THE BAY

ALL BRITISH CAR SHOW

April 19-20, 2024

Class	Car Number

Show Theme: 100 Years of MG

- REGISTRATION FEE: $25.00 if received before April 20, 2024
  $30.00 day of show

Name (Last, First, MI) _____

Address _____

City/State/Zip _____

Telephone _____

Email _____

Club Affiliation(s) _____

Vehicle Year: _____Make: _____Model: _____Color: _____

Number attending the Friday tours? _____ Number attending the Friday night welcome party? _____

I am aware of the hazards inherent with motor vehicle events and specifically release and indemnify the organizers, supporting sponsors, and the Panhandle British Car Association, Inc. collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in the Pensacola British Car Show. I understand and agree that the Panhandle British Car Association Inc. reserves the right to revoke my registration fee should I engage in reckless, dangerous, and/or unsafe behavior.

I HAVE READ, UNDERSTAND, AND AGREE TO THIS RELEASE.

2024 Show T-shirt order
___M @ $15.00 each _____
___L @ $15.00 each _____
___XL @ $15.00 each _____
___XXL @ $16.00 each _____
___XXXL @ $17.00 each _____

Make check payable to 'PBCA'

T-SHIRT TOTAL _____

Mail completed registration form and check to:

Karen Ianniello
4279 Chittingham Dr
Pace, FL 32571

REGISTRATION TOTAL _____

GRAND TOTAL _____

For Friday event information and show updates, visit our web site www.PBCA1.com

Tight Connections

Club and Member News

April's Garage Day

story by ***Bob Manske***
photos by ***Gail Sanders***

Working on **Henry Pearson's** 1955 MG TF 1500 was the major focus of the April 3 garage day at the Manske Garage in Milton. Even though the car had not been started in ten years, the crack team of experts got it running. We are waiting for parts to finish the needed repairs.

Club treasurer Karen Ianiello and president Paul Reese.

We also set the valves on **Joe Fears'** MGB. Poor Joe fell victim to the old joke of some wise guy [*whose name might rhyme with "Panske"-Ed.*] rhythmically and loudly tapping a wrench on the radiator while he started the car after setting the valves. After calming down (and cursing the perpetrator and many laughing bystanders), Joe accepted the humor and enjoyed a smooth running car.

The big crowd of members who attended this garage day were treated to a cookout of hamburgers and hot dogs for lunch.

From top, ***Keith Sanders*** *and* ***Eddie Toenes****;* ***George Bruno****,* ***Fred Veenschoten****,* ***Noel Eagleson****, and* ***Eddie Toenes*** *work on the TF;* ***Tabor Tompkins*** *grins for the camera with* ***Keith Sanders****,* ***Tom Schmitz****,* ***Bill Weeks****, and* ***Joe Fears'*** *MGB in the background.*

Wiring Diagrams

Tech Tools and Tips

Is Your Engine Tired?

story by John Twist, University Motors
(reprinted with permission of the author)

I talk to a lot of MG owners about the condition of their engines. Over and over, I hear the phrase, "My engine is tired." I tell them there is no such thing as a tired engine. The real question is: does your engine have what it needs to run well? Think of your own body – if you were thirsty, hungry, overheated, and constipated, would you feel great? Of course not!

To give your engine more pep, consider these five factors that determine its health:

1. **Water leaks.** Do the freeze plugs leak? Is there a crack in the head or the block? Is there a leak at the water pump, thermostat housing, heater control valve? Many of these leaks are easily repaired, but not the cracked head or block.
2. **Oil consumption.** Does the engine use too much oil? What is too much? Personally, anything more than about one quart per thousand miles is too much for me – but oil is much less expensive than engine work. The engine consumes oil because it leaks it or burns it.

   The engine might leak because the PCV system is plugged and the engine is pressurizing. It might leak because seals, gaskets, or fittings are faulty or loose.

   The engine might burn oil because the PCV system is plugged. It might burn oil because the valve guides are worn. Oil burning is almost always because the rings are faulty.
3. **Compression.** The compression should be consistent within 10%. Faulty compression is usually caused by a burnt exhaust valve, but both the intake valves and compression rings can and do burn.
4. **Oil Pressure.** The oil pressure on all our engines, TC through 1980 MGB should be about 75 psi running down the road (MGCs about 35). Low oil pressure is an indicator of wrong or diluted oil, a faulty oil pump, or worn bearings.
5. **Camshaft Condition.** The lift at each lobe on the cam should be the same within 0.010".

That's it! No where in these factors can you find or use the word "tired."

Replacing the water pump is less expensive than rebuilding the engine. Fitting new oil rings is less expensive, too. So it goes for a valve grind or new bearings or a new cam. On the other hand, if three or four of these factors are faulty, one can make the case for an engine rebuild.

Always approach each problem with the simplest, least expensive option first!

[*John Twist is one of the world's leading authorities on all things MG, but much of his advice applies to all British cars. You can find more of his articles at his University Motors website. You can subscribe to his newsletters and get access to his weekly online tech sessions here.-Ed.*]

The Best of

Pierre's Wisdom

Pierre Fontana

Met Problems and Asian Dynamos

A new-looking Nash Metropolitan was just purchased by a future member (I hope, I'm trying!). My repairs on the Met were the tedious kind: electrical, making the turn indicators and other lights work. Since the turn signal switch is built into the horn button, it is a pain of careful soldering.

The Met with a nice-looking chrome bumper MGB

I gave the car a minor tune up, a good test drive and away it went, easy. Few minutes after he left, I received a call and he said, "guess what." I was scared to think about how I could have screwed up. He said the left front wheel—drum and all—fell off. He had a wrecker coming and was going to try fixing it himself first. If not I would get it back. Moral of the story: Buy a new toy- check it over carefully.

Next, I want to apologize for making fun of Chinese parts. Most of what I've used lately are of very good quality—some better than original. As an example, a Triumph TR-4 A generator I looked at was beyond reasonable repairs. The

All photos courtesy ***Pierre Fontana***

Quality Asian generator

fields were rotten and shorted. But for around $90.00 I bought a new one - no exchange, no freight. eBay has a perfect solution, with this seller having a 99.9% satisfaction rating. The owner saves a lot. Please don't make the Chinese mad.

Pierre Fontana *is a technical advisor for SABCC. This article was first published in May 2017. By the way, the even though the Nash Metropolitan was a product of the company which later became American Motors, and designed in Wisconsin, it was built in the UK using Austin mechanical components and a body from Fisher & Ludlow (later Pressed Steel Fisher) which also produced bodies for most of the major British manufacturers.-Ed.*

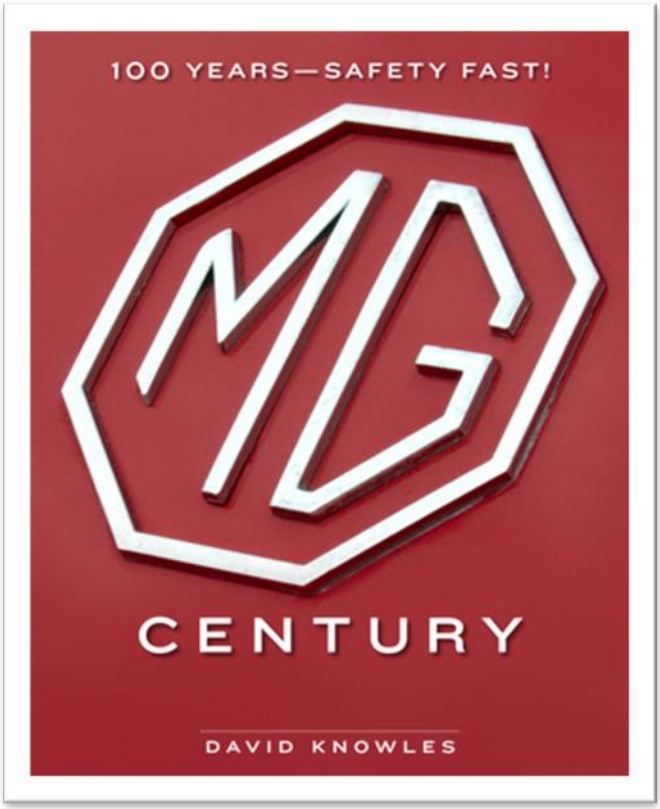
Spare Wires

News from the British Car World

MG Century: 100 Years—Safety Fast! by David Knowles

reviewed by Rodney McDonald, SABCC

The preeminent living authority of all things related to the history of MG has written a book celebrating the marque's centennial. *MG Century* is the latest in a long line of MG volumes by David Knowles.



Unusually, for an MG history, *MG Century* begins with an in-depth telling of the early life of William Morris whose cars would contribute so much of their DNA to MG. Naturally, Cecil Kimber's story—along with many other early pre-war MG luminaries are presented, too.

One hundred years is quite a long time to cover in a single volume but, Knowles' research and access to personal papers of long time MG employees brings to light details not commonly known. Photographs from the collection of MGA and MGB designer Syd Enever that have not been published before add much to *MG Century*.

MG Century is divided into 10 chapters with each chapter roughly covering a decade in MG history. MG's work during the second World War is presented in a detail not seen before.

MG's postwar golden age is written with an emphasis on what the North American market meant to company. Of course, the perennial underfunding and "stepchild" treatment by top management of MG's many parent companies in the 50s through the 70s is heartbreaking. What could this company have done with development money and support? We can only imagine.

A constant theme of MG's managers was finding a way to produce desirable sporting cars using bits from more common models. This "make do" approach brought us so many beloved MG models and these stories are told here.

Knowles guides us through the ever-changing list of parent companies that called the shots for MG. From Morris to present-day SAIC, we are given a concise history of the long parade of owners of the marque and their impact.

The current Chinese ownership is detailed along with the vehicles around the world currently carrying the MG octagon. Surprisingly, much of the current MG vehicle design originates in SAIC's London design office.

Knowles openly laments the fact that the market that contributed so much to MG's growth has been without new MGs since 1980. He expresses his hope that the North American market will one day be able to buy new MGs.

We hope so, too!

MG: 100 Years – Safety Fast! by David Knowles
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PBCA Makes the Rounds

*Top, **Tabor Tompkins** (left) took third place in the Modified and Competition class at the British Motoring Club of New Orleans show, while (middle photo, L to R) **Dwyke Rushing**, **Mike Grieco**, and **Judith Gallegos** attended the Defenders of Freedom show. Dwyke's MG (bottom photo) won an award at that show.*

Auction Roundup: Early Modern MINIs

[*As noted las month, Auction Roundup is highlighting MINI, the featured marque for SABCC's show-Ed.*]

2002 MINI Cooper S

Sold for $11,500 on Bring a Trailer

This blue over grey Cooper was extensively modified by the seller, who apparently bought it with the intention of flipping it, adding only 900 miles to the clock. The buyer was a previous owner who admitted to sentimentality.

2004 MINI Cooper S

Sold for $7,200 on Cars and Bids

While this yellow over grey car had a few minor imperfections, and almost 100k miles, it offered the desirable John Cooper Works tuning kit as an add-on, as well as a power sunroof, proving that an attractive example can be had for not a lot of money. Are these the modern entry-level British hobby cars?

2002 MINI Cooper S

Not Sold for $7,399 on Bring a Trailer

Why did this car not sell? With only 42k miles, and finished in Chili Red over Panther Black leather, it had the correct (6-speed) transmission, the sunroof, an accident-free history, and few flaws, but commenters felt the car was not special enough to justify a reserve above the high bid. Perhaps the seller made a deal after the auction ended.

Wire Nut

Michael King

Taking it from the Top

Last month in this space I wrote about not letting the seemingly small failings of your car go, lest you develop a sense of apathy which leads to overlooking bigger issues. I also mentioned I was doing some work on two of my Jaguars.

I'm pleased two report two major projects are now done:

- My 2011 Jaguar XFR has a new headliner
- My 2011 Jaguar XK has a new convertible top

I thought you, dear reader, might want to see a few photos and hear about the work I had done.

First, the process of selecting a shop: about three years ago, I asked SABCC members to send me suggestions of parts houses and repair shops, so that we could assemble a resource directory. I've since updated this, with input from PBCA members. **Eddie Toenes** suggested Jesse's Trim Shop, which happens to be very near my home. Jesse is a retired aviation technician and usually has at least one interesting car in his small shop, a one-man operation.

I met with Jesse and we agreed to start with my XFR. He said he would be able to match the original grey Alcantara (synthetic suede), so I gave him time to order the material, When it arrived, he got the work done in one day—important, since the car is my daily driver.

When I went to pick up the XFR, I dropped off the XK. I'd already ordered the new top online, and I'd left it with him when I dropped off the XFR, to give him time to get familiar with it. Since I only use the XK sporadically, I told him to take as long as he needed, which turned out to be two weeks.

Top, the XFR's headliner; middle and bottom, the XK.

Jesse said even though he'd not done a Jaguar top for many years, the installation went smoothly and he learned a lot. He highly praised the quality of the top, which came from OEM+ Auto Tops, Inc., in California, an aftermarket manufacturer. Their prices are very competitive with the bigger brand names.

So, two more jobs done, and two good results. Now what's next?

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

1971 Triumph TR6

From the owner:

I have owned my 1971 Triumph TR6 for nearly 40 years. It has always been garaged. The car received a comprehensive restoration at purchase. During the restoration process the front and rear fenders, inner and outer rockers, floor pans, doors and trunk lid were replaced. The frame was reinforced in the area that the rear suspension attaches to it and the "tee shirt" was replaced. The car had recent repairs including a new battery, new fuel tank, new tires, overhaul of the carburetors, new spark plugs as well as replacement of the rear brake cylinders and brake shoes. The car shows nicely and the interior is in good condition. Selling price is $17,000 and is located in Foley/Gulf Shores area. If interested, respond by Messenger or email at ronmarw@hotmail.com. Serious inquires only please.

Just one more thing, please . . .

***Sublime to not-so-much** . . . SABCC member Don Pritchett spotted these two British vehicles at the Camellia Classic show at Bellingrath Gardens. On the left, we have the Morgan Aero 8, a modernization of the Morgan 4-wheeler known for its flowing lines. On the right, a 1959 Ford Anglia-based 4x4 finished (?) in blue and primer, missing its bonnet.*

Find us on the web at www.pbca1.com, or on Facebook at Panhandle British Car Association