



smoke in the wires

April '25

"TF"-1500

From the President

Paul Reese (pbca1president@gmail.com)

“Great Show!”

As emailed by show participant Tim Taylor. He included this picture of his TR6:



So the cars were great. But what I heard most from folks as to what makes a great show, they said the people. And for us, those include **Cameron Leonard** who made a valiant effort to set up a Friday tour but was thwarted at every turn. But we have a plan for next year. The awesome dinner that was orchestrated by **Bob** and **Risa Manske**. The registration process conducted flawlessly again by **Michael “No Sleep” King** and **Karen** and **Joe Ianniello**. **Mike Japp** fastidiously setting up each photo. And the other work of art, the parking layout and vehicle positioning job **Fred Veenschoten** and his crew did. One

quote attributed to Fred: “Cars on trailers? We don't need no effing cars on trailers.” **Keith** and **Gail Sanders** running the Gazebo chaos with aplomb. Great logistics management by **Bob Manske**. Park facilitating by **Bill Weeks** (that's a pain). A hectic balloting process managed by **Monica Bachmann** and her team. Quote attributed to Monica: “This is going to take a big Margarita.” Trophies by **Taber Tompkins**, who managed to make a bowling trophy into a car trophy. And Show Chair, **Tim Witzigreuter**, who got us all going in the right direction months ago and kept us on track. And lastly and incredibly important, all the other great volunteers I did not mention, who did great things and made our visitors feel great, which equals a great show. Thank you all!

Cheers,

Paul Reese

PBCA President

PBCA Club Officers

President	Paul Reese
Vice President	Paul Salm
VP/ Activities	Tim Witzigreuter
Secretary	Monica Bachmann
Treasurer	Karen Ianniello
Technical Director	George Bruno
Membership	Tim Garrold
Webmaster	Mike Japp
Communications	Michael King
Public Relations	Tom Schmitz
Parliamentarian	Taber Tompkins
Show Chair	Tim Witzigreuter

On the cover: MG Ts at the 2025 Brits on the Bay II (photo by **Gail Sanders**).

Activities Calendar

April 16, 2025

Car Show Review Meeting

Manske Garage and Cigar Joint, 6129 Dutch Way, Milton, 32570, 11:00. **This meeting takes the place of the April 21 regular meeting.**

April 25, 2025

Monthly Tech Session

Manske Garage and Cigar Joint, 6129 Dutch Way, Milton, 32570. People show up around 10:30-ish.

April 26, 2025

Sir Richard’s Knight Run

Sir Richard’s Public House, 2719 E. Cervantes St, Pensacola, 32503. Fish and chips followed by an evening drive. Watch your email for details.

May 10, 2025

Annual Club Picnic

Governor’s Pavillion, Big Lagoon State Park, 12301 Gulf Beach Hwy, 32507. Details soon.

May 19, 2025

Monthly Club Meeting

Ace’s Hangar Southern Grill and Bar, 3966 Avalon Blvd, Milton, 32583. Eat at 6:00, meet at 7:00.

May 23, 2025

Monthly Tech Session

Manske Garage and Cigar Joint, 6129 Dutch Way, Milton, 32570, 10:30-ish.

May 24, 2025

Veteran’s Memorial Car Show

Downtown Silverhill, Ala., details soon.

April 2025

SU	MO	TUE	WE	TH	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
			SHOW MEETING			
20	21	22	23	24	25	26
					TECH SESSN.	SIR RICHARDS
27	28	29	30			

May 2025

SU	MO	TUE	WE	TH	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
						CLUB PICNIC
11	12	13	14	15	16	17
18	19	20	21	22	23	24
		CLUB MEETING			TECH SESSN.	SILVERHILL
25	26	27	28	29	30	31

Tight Connections

Club and Member News

Brits on the Bay 2025

The 31st edition of Brits on the Bay, held April 11 and 12 in historic downtown Pensacola, Fla, exceeded expectations again with an outstanding display of nearly 90 years of British motor-ing history.



MGAs (photo by *Gail Sanders*).

The festivities began Friday evening with a dinner at the Museum of Commerce, a recreation of a Pensacola business district of the early 20th century. More than 100 guests feasted on red beans and rice, meatball subs, and a massive range of salads, side items, and desserts prepared by PBCA members.

On Saturday, the cars began arriving early, and by noon, Seville Square was filled with 101 British vehicles in 29 classes. Participants began vot-ing for their favorites, and not long afterwards, a spirited valve cover racing contest was held. Meanwhile, door prizes were awarded, and raf-fle tickets were sold for a fifty-fifty drawing and a wide range of gift baskets.

The awards ceremony was underway before 3:00. A special award was presented to PBCA member **Robert Foster Henson, III**, age 97 and a WWII veteran, recognizing his many years of service to the club. Then, plaques were present-ed to the class winners.



PBCA president **Paul Reese** calls out winners while **Taber Tompkins** handles distribution and **Bob Willsie** takes photos (photo by *Gail Sanders*).

A team of judges led by **Noel Eagleson** re-viewed all the entries, and selected three special awards. Thomas Notaro's 1964 Rolls-Royce Phantom V was honored as best in show, and **Tim Garrold's** 1939 MG TA received the Preser-vation Award. A 1959 Austin-Healey Bugeye Sprite owned by the late Steve Young, and cam-paigned by Steve's friend Bob Malcolmson, was named "Diamond in the Rough." The car will be up for sale and Noel hopes it will receive a sym-pathetic restoration. John Grossi was presented a plaque for the Best Aston Martin commemo-rating this year's featured marque.

Ed. is pleased to recognize first-time show chair **Tim Witzigreuter** and his entire team of volun-teers for a job well done!

Brits on the Bay 2025 Class Award Winners

Award	Caretaker	Year	Marque	Model	Color	Hometown
<i>Aston Martin</i>						
1st	John Grossi	2006	Aston Martin	DB9 Volante	Midnight Blue	Crestview, FL
2nd	Dwyke Rushing	2010	Aston Martin	V8 Vantage	Gray	Cantonment, FL
<i>Austin-Healey Sprites and MG Midgets</i>						
1st-Tie	Jack Orkin	1974	MG	Midget	Citron	Grayson, GA
1st-Tie	Will Errington	1959	Austin-Healey	Sprite	White	Pensacola, FL
2nd-Tie	Danny Jones	1974	MG	Midget	Damask Red	Scottsburg, IN
2nd-Tie	Lyman Dykes	1959	Austin-Healey	Sprite	Sprite	Fairhope, AL
<i>Austin-Healey 100-4s, 100-6s, and 3000s</i>						
1st	Richard Willows	1958	Austin-Healey	100-6 Roadster	Red/Black	Pensacola, FL
<i>Jaguar XK 120s, 140s, 150s</i>						
1st	Tom Stanley	1957	Jaguar	XK140	Maroon	Cantonment, FL
<i>Jaguar Saloons, through 1997</i>						
1st	James Bielinski	1996	Jaguar	Vanden Plas	Nautilus Blue	Pensacola, FL
2nd	David Kessler	1972	Jaguar	XJ6	Red	Gulf Breeze, FL
3rd	Malcolm Branch	1984	Jaguar	XJ6	White	Prattville, AL
<i>Jaguar Saloons, Estates, and SUVs, 1998 & Newer</i>						
1st	Richard Black	1999	Jaguar	Vanden Plas	Champagne	Point Clear, AL
2nd	Dave Roloson	2001	Jaguar	XJ8 VDP	Red	Daphne, AL
3rd	Emar Hargrave	2020	Jaguar	E-Pace	Silver	Pensacola, FL
<i>Jaguar E-Types</i>						
1st	Robert Henson	1967	Jaguar	E-Type	Blue	Lillian, AL
<i>Jaguar XJSs</i>						
1st	Tom Schmitz	1995	Jaguar	XJS	White	Lillian, AL
<i>Jaguar XK8s and XKRs, 1997-2006</i>						
1st	James Flanagan	1999	Jaguar	XK8	Topaz	Navarre, FL
2nd	Kurt Kline	1997	Jaguar	XK8	Carnival Red	Lynn Haven, FL
3rd	Roger Bailey	2005	Jaguar	XK8	Slate	Midland, GA
<i>Jaguar XKs, XKRs and F-Types 2007-</i>						
1st	Tom Schmitz	2007	Jaguar	XK Coupe	Seafoam Green	Lillian, AL
2nd	Paul Shestak	2007	Jaguar	XK	White	Mobile, AL
<i>Lotuses</i>						
1st	Taber Tompkins	2007	Caterham	7SV	Silver/Green/Yellow	Crestview, FL
2nd	Mary Davis	1992	Birkin	7	Red/Platinum	Cantonment, FL
3rd	Steven Keene	1964	Lotus (Locost)	7	Silver/Black	Pace, FL

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Brits on the Bay 2025 Class Award Winners, continued

Award	Caretaker	Year	Marque	Model	Color	Hometown
MG Pre-Wars and T Series						
1st	Tim Garrold	1939	MG	TA	Red	Pensacola, FL
2nd	Tom Schmitz	1955	MG	TF 1500	Sequoia Cream	Lillian, AL
3rd	John Reese	1953	MG	TD	Green	Pensacola, FL
MGA Roadsters and Coupes						
1st	Harry Barkerding	1962	MG	MGA	Red	Metairie, LA
2nd	Mark Foster	1960	MG	MGA	White	Mandeville, LA
3rd	Steve Reese	1962	MG	MGA	Red	Pensacola, FL
MGB Roadsters, 1962-67						
1st	Richard Bishop	1967	MG	MGB	White	Fairhope, AL
2nd	Dean Bowman	1967	MG	MGB Roadster	British Racing Green	Freeport, FL
MGB and MGC Roadsters, 1968-19741/2						
1st	Andrea Bertagnolli	1974	MG	MGB Roadster	Red	Spanish Fort, AL
2nd	Gil Stuart	1969	MG	MGB	Green	Fairhope, AL
3rd	Clay Johnston	1972	MG	MGB Roadster	Harvest Gold	Mount Olive, MS
MGB Roadsters, 19741/2- 1980						
1st	Jennifer King	1977	MG	MGB Roadster	Damask Red	Sullivan's Island, SC
2nd	Manny Gil	1980	MG	MGB	Brown	Between, GA
3rd	Keith Jarvis	1978	MG	MGB	Pageant Blue	Mobile, AL
MGB and MGC GTs						
1st	Gene & Martha Johnston	1973	MG	MGB GT	White	Ridgeland, MS
2nd	Dan Bosso	1969	MG	MGB GT	Primrose	Port St. Joe, FL
3rd	Judith Gallegos	1971	MG	MGB GT	Hugger Orange	Pace, FL
MINIs, Generations 1 and 2						
1st	LaDon Olson	2010	MINI	Cooper S	Lazer Blue	New Albany, IN
2nd	Ray Gomez	2015	MINI	Roadster S	Black	Pensacola, FL
3rd	Joseph Williamson	2003	MINI	Cooper	Velvet Red	Pensacola, FL
MINIs, Generations 3 and 4						
1st	Emar Hargrave	2024	MINI	Cooper S	Zesty Yellow	Pensacola, FL
2nd-Tie	Bob Purcell	2022	MINI	Clubman JCW	Black	Pensacola, FL
2nd-Tie	Kevin McCoonse	2016	MINI	Cooper	Black	Niceville, FL
3rd-Tie	Karoleena Bonilla	2021	MINI	Countryman S	Black	Gautier, MS
3rd-Tie	Paula Nettles	2021	MINI	Cooper	Black	Pensacola, FL
Morgan – 3 Wheelers						
1st	Fred Veenschoten	1935	Morgan	Sports	Green	Pensacola, FL
Morgan – 4 Wheelers						
1st	Jim O'Brien	1998	Morgan	Plus 8	Green	Fairhope, AL
2nd	Fred Fink	1965	Morgan	Plus 4	Grey & Silver	Navarre, FL

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Brits on the Bay 2025 Class Award Winners, continued

Award	Caretaker	Year	Marque	Model	Color	Hometown
<i>Britannia Open Top Cars through 2009</i>						
1st	Tom Renick	1965	Sunbeam	Tiger	Blue	Mobile, AL
2nd	Mike Reese	1974	Jensen Healey		Red	Pensacola,
3rd	Tom Reese	1974	Jensen	Interceptor	Red	Pensacola, FL
<i>Britannia Small Closed Cars through 2009</i>						
1st	T. J. Coots	1996	Rover	Mini	British Racing Green	Pace, FL
2nd	James McConaghay	1989	Austin/Rover	Mini	Red	Milton, FL
2nd	Bryan & Nancy Simmons	1967	Austin Mini	Moke	Blue	West Union, SC
<i>Britannia Large Closed Cars through 2009</i>						
1st	Thomas Notaro	1964	Rolls-Royce	Phantom V	Grey	Pensacola, FL
2nd	Robert Zabzdyr	1983	Carbodies	FX4R London Taxi	Black	Spanish Fort, AL
3rd	Thomas Notaro	1962	Rolls-Royce	Phantom V	White	Pensacola, FL
<i>Triumph TR2s, TR3s, and TR4s (and earlier models)</i>						
1st	Richard & Mitzi Maddux	1959	Triumph	TR3	Silver	Milton, FL
2nd	Clifford Wilson	1963	Triumph	TR4	Old English White	Floyds Knobs, IN
<i>Triumph TR250s and TR6s</i>						
1st	Ron Baylor	1971	Triumph	TR6	Red	Jeffersonville, IN
2nd	Jan Songy	1976	Triumph	TR6	Silver	Hammond, LA
3rd-Tie	Allen Bradley	1971	Triumph	TR6	British Racing Green	Harahan, LA
3rd-Tie	Tim Taylor	1974	Triumph	TR6	Silver	Gulf Breeze, FL
<i>Triumph Spitfires and GT-6s</i>						
1st	Aaron Graeb	1963	Triumph	Spitfire	Powder Blue	Mobile, AL
2nd	Doug McArthur	1974	Triumph	Spitfire	Red/White	Largo, FL
3rd	Brian Beauchamp	1972	Triumph	GT6 Mk 3	Rover Aqua	Santa Rosa Bch, FL
<i>British Competition, Modified, Race Cars</i>						
1st	Keith Vezina	1978	MG	MGB V8	Silver	Kenner, LA
2nd	Michael Bertagnolli	1977	MG	MGB Roadster	Silver	Spanish Fort, AL
<i>Britannia New Era, 2010 and newer</i>						
1st	Kristine King	2025	Land Rover	Defender 110 S	Fuji White	Cantonment, FL
2nd	Edward Czapiga	2016	Holden	Commodore SS	White	Milton, FL

Brits on the Bay 2025 Major Awards

Best of Show

Thomas Notaro 1964 Rolls-Royce Phantom V Grey Pensacola, FL

Preservation Award

Tim Garrold 1939 MG TA Red Pensacola, FL

Diamond in the Rough

Steve Young 1959 Austin-Healey Sprite British Racing Green Pensacola, FL

More Brits on the Bay Photos



Top left, dinner setup (photo by **Tim Witzigreuter**); top right, **Dick Maddux's TR3** draws admirers; middle left, **Robert Henson** with his special award, and son Robert; middle right, **Angela Fink** with the raffle baskets, bottom, a wide shot (photos by **Gail Sanders**).

BOTB Valve Cover Racing

story by *Paul Reese*

The double-elimination British Valve Cover Championship winner was **Eddie Toenes**, winning for yet another year. Lots of good competi-



tion, though the highlight had to be when Barbie Exploder unmercifully took out Speed Racer, and Speed's head went flying. Unfortunately there were small children in the audience who appeared to be in shock. So that led to a red card ticket. All the Barbies tried to talk their way out of it, but failed. And then, during the rerun, Barbie Exploder did it again!!! The Black Card Ticket came out, Barbie Exploder was Disqualified, and then there were crying Barbies, more kids in shock, and it took a bit to find Speed's head again. Barbie Exploder did manage to win the Best Valve Cover Award. The crying may have helped.

So here are all the results:

- First: "Zoomie Tubes"- **Eddie Toenes**
- Second: "Bodger" - Bryan Simmons/Ashlyn proxy starter
- Third: "Ratfink" - Allen Bradley
- Best Valve Cover: "Barbie Exploder" - **Monica Bachmann**

Others Participating:

- "Triumph" - Kevin Simmons/James proxy starter
- "Donatello" - Dale Ballard
- "Pallock" - Keith Vezina
- "Speed Racer" - **Bill Weeks**



Top left, the race team (photo courtesy **Mike Japp**); top right, the Barbie Exploder; bottom right, Monica is very pleased despite the carnage her racer caused (photos courtesy **Monica Bachmann**).

The Show Did Go Ahead at Covington 2025

story and photos by Noel Eagleson

A week prior to the BMCNO's car show all the local weather channels were predicting heavy thunder storms rolling in throughout the day of the show. Organizing any large outdoor event requires months of prior planning and coordination with the local authorities and any thoughts of rescheduling may not be possible. The British Motoring Club New Orleans had decided that this would be a rain or shine event and indeed the weather turned out to be perfect, just a little overcast and slight breeze made for a pleasant event.

Once again, the quaint streets surrounding the Covington Trailhead Visitors Center echoed to the familiar sound of our much-loved British classics as they maneuvered into their allocated parking areas. Understandably the numbers were down, yet a great cross section of makes and models were on display with owners eager to discuss and show different features of their particular cars.

One reason to attend other British Club annual shows is a chance to see some less common cars. When will you see a 1964 Gordon Keeble GK1, one of only 99 produced or a 1963 Jensen CV8, perhaps a 1973 Jensen Interceptor Mk 3 (*photo below*) would be more to your fancy? Now at the



other end of the spectrum was an original Mini chopped and shortened; it looked like a "Noddy Car" but drew a lot of attention.

Quite a few had a typed note on the windscreen indicating that the car was "visitor friendly" allowing children and adults to have a photo taken sitting in the car. I thought this was a marvelous way of generating interest and making the show more family-oriented. SABCC-er Bob Zab-



zdyr (*photo above*) did a roaring trade throughout the day as attendees couldn't resist the chance to have their photo taken in his ubiquitous London Taxi.

Interestingly the organizers decided this would be a judged event and entrants who wish to be judged were to have the bonnet of their car open.

Having attended several out-of-state shows over this past couple of years I noticed that valve cover racing appears to be making a comeback, having been in the doldrums for some time. The New Orleans folks have built a very nice ramp and the run off is also longer which I feel makes for better racing and the viewing public seemed to enjoy seeing their favorite for a few seconds longer. They also gave kids an opportunity to try their skills which was wonderful.

Overall, a fine show and big thanks to our good friends in BMCNO for staging another great event. Safety Fast!

Wiring Diagrams

Tech, Tools, and Tips

The Lazarus Projects

story by Fred Veenschoten

I have had the pleasure of reviving British cars that have been in long term storage or restoration that will not start. I've done about 14 of these over the past couple of years. Some were done in situ, some at my shop and most at **Bob Manske's** shop. There are some basic steps to the process:

1. Remove spark plugs and spin the engine to get oil pressure. We were unable to get oil pressure with two recent vehicles. An Austin Healey 3000 had the spin on oil filter adapter installed upside down which reversed the flow through the filter. The back flow preventer blocked the flow. The other was an MG TD. Thanks to **Noel Eagleson** being there that day as he showed me the plug to remove to prime the oil pump.



The Austin-Healey 3000 on the lift (photo by Ed.)

2. Now test for the points working. Take a volt meter set to 20 volts DC and put one probe on the coil wire going to the points, and ground the other probe. Turn the ignition on and crank the

engine. You should see the voltage reading flicker between zero and 12.

3. With the ignition on, do you hear the fuel pump? Again, on the Healey the pump ran but was loud. We found there was no fuel line from the tank to the pump. Now, there's your problem! On the

TD, the pump wouldn't run. It had voltage at the pump but no action. I replaced the diaphragm and adjusted it to get it running. These dia-



No fuel line from the tank to the pump equals no fuel to the engine (photo by Tim Garrold).

phragms that have been in contact with Ethanol will get stiff as a board.

4. You could check for compression while the plugs are out by placing your thumb over the plug hole and cranking the engine. You will feel the pressure, and your thumb will be popped off the plug hole. A full compression test isn't needed, and the results will be low since the cylinders are dry from sitting up. This is a good time to squirt some oil in the plug holes.

Now that you have a running fuel pump and the points are working and the plugs are still removed, hook a spark plug to its plug wire and ground the body of the plug to the engine and again spin the engine to be sure you have spark.

(story continues next page)

Lazarus Projects, continued

Put it all back together and see if it will start up. I have had a couple of cases where the fuel pump ran but didn't fill the carb bowls. This can be from the float needle being stuck in the valve seat. Sometimes a tap on the float bowl will free it up. The engine should run now.

If it does crank up but runs really rough or still won't start, take a look at the condenser. I have found that those made in China fail right out of the box. I've seen them fail on my first test drive.



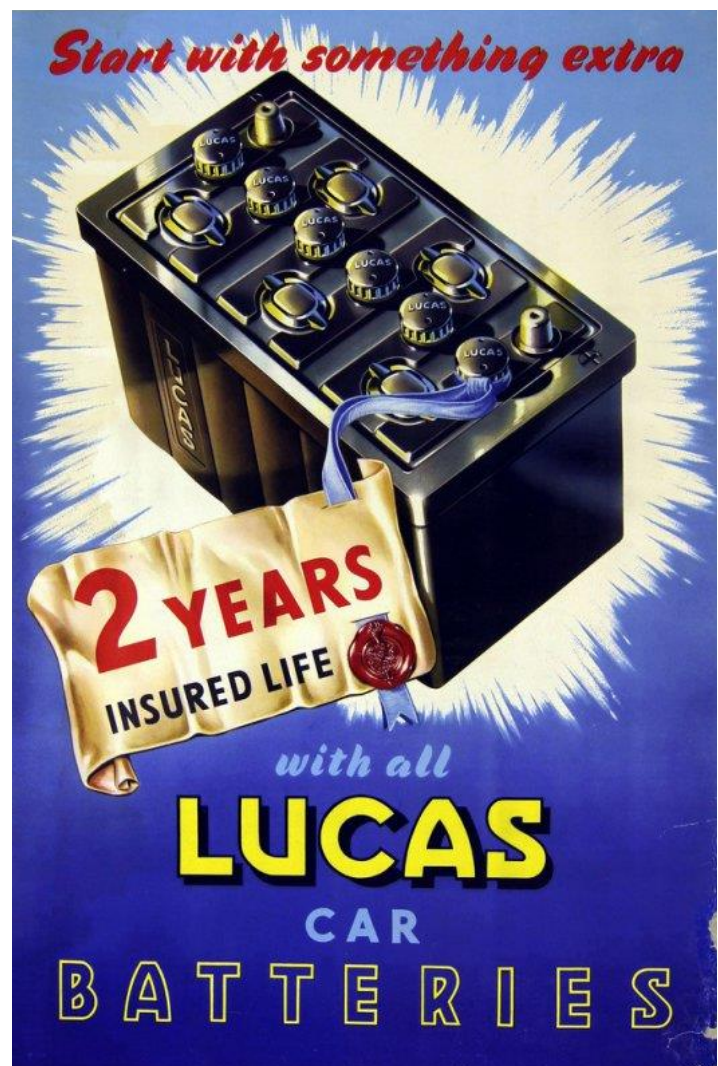
Paul Reese works on the MGTD's brakes (photo by Ed.).

A great source for new ones is British Vacuum Unit (<https://www.britishvacuumunit.com/>). This is a great company and can do wonders with a worn Lucas distributor.

That reminds me of a couple of odd things. I got called to come to a members garage where he has a late model MGB. It would start but not rev up. It stumbled and ran just like it had a bad condenser but it had electronic ignition so that wasn't it. Turned out that the hose running from

the manifold to the brake booster was a very loose fit at the manifold. I removed the hose and put my thumb over the fitting and the engine ran like new. Another was a Morgan Plus 4 with twin Weber carbs. It had almost never run right since being restored with new engine. The owner struggled with it for years with sooting-up plugs, rough running (also electronic ignition). We finally found that the brand new Pertronix coil was causing all the problems.

[PBCA and SABCC member Fred Veenschoten is an accomplished mechanic and machinist, to the extent that he builds miniature steam locomotives from scratch. The clubs are indebted to him for his skills and his generosity in sharing them.-Ed.]



Speaking of bringing things back from the dead . . .

Rusty Fuel Tank?

story by Tom Renick, SABCC

A real bummer! Started out on a beautiful day for an SABCC backroad tour last year, got half-way to the rendezvous point, and my here-to-fore trusty steed, Jetson, a green Alpine, stopped dead on her tracks. After several brief starts and stops, I called Noel to tow me back to the Gargemahal. After a critical, careful, and professional examination of all systems, we found excessive rust flakes were drifting from the fuel tanks and clogging the pickup at the gas line.

What to do . . . new tanks or clean out the old. I like original if possible but our go-to tank cleaner was said to have gone out of business. I called anyway and found the rumor to be true, but found that there was a place on Brookley that allegedly did it. Nosing around, I came up with Strachan Services (pronounced Straun) on Ninth Street. I dropped by there in my vehicle that was getting gas, and met Danny Strachan, owner. It turns out that he does indeed clean out and coat gas tanks. His work appears to be more on the industrial level but will do auto tanks. He also repairs starters, alternators, and radiators.

That little bit of detective work was the easy part. Ever try to get saddle tanks with piping out of the enclosed back of a Sunbeam? Not easy, but had to be done, and was finally able to drop the tanks off at Strachan's. In a couple of weeks they were ready. All I had to do was install them. Ever try to install Sunbeam tanks in those itty bitty enclosed spaces? Harder than getting them out. But, it was eventually done and a year later, gas is still flowing.

After Strachan cleans out the tanks, he applies Redkote, a substance he claims to have used for twenty years without complaint. So, if you are an Originaltarian like I am, and have need of any of his services, look him up – 1878 9th St, Mobile, AL, 36615, on Brookley Field.

Auction Roundup: Aston Martins

In celebration of the Brits on the Bay featured marque.

2006 Aston Martin V8 Vantage Coupe 6-Speed



Sold for \$42,257 on Bring a Trailer

With just 38k miles, this black over black coupe had only minor issues.

2005 Aston Martin DB9



Sold at no reserve for \$26,000 on Cars and Bids

V12 power, 38k miles, and a handful of flaws, this is a lot of car for the price of a new Nissan Altima.

1988 Aston Martin V8 Volante Series 2



Sold for \$161,000 on Bring a Trailer

This is an original-owner car with just 24k miles, and offered full documentation, fitted luggage, and a toolkit. It did have deterioration of the wood dash. Well-bought.

2019 Aston Martin Vanquish Zagato Shooting Brake



Sold for \$415,000 on Bring a Trailer

One of only 99 produced, and only 11 in the US, this V12 shooting brake sold on BAT in June 2024 for \$468,000, proving even exclusivity is not enough to overcome depreciation – or changing market conditions.

PANHANDLE BRITISH CAR ASSOCIATION

2025 "Brits on the Bay" All British Car Show

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Tim and Cindy Witzigreuter

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Willow Studios



Wire Nut

Michael King, Editor, "Smoke in the Wires"

As I wrote in this space in January, my wife is now the owner of a British motor, specifically, a 2025 Land Rover Defender 110 S P300 (that means it's a five-seat model, with the base-level trim package and a 296-hp turbo four).

I told her when we got her a British car that she would have to get more involved in the car clubs, and she took me seriously (which is not always a good idea). To that end, she's attended the last three PBCA meetings and a couple of tech days, and went with me to the Garagemahal when John Twist was working on my brother's MGB.

When Brits on the Bay rolled around, I guess I shouldn't have been too surprised that she got involved, but I did not really expect she would do as much as she did. At the March PBCA meeting, some of the ladies in the group encouraged her to participate, and next thing I know, she'd agreed to make a gift basket for the Saturday raffle, a dessert for the Friday dinner, and had signed up to serve food at the dinner. We also registered her Land Rover, which meant she'd be at the show all day.

Kristine loves cats, and rescues them, so her idea for a basket reflected her passion. It would be a kitty theme. She was soon ordering a soft basket, cat toys, a grooming kit, a soft blanket, treats, and more.

Her dessert was one she's made many times and always with great acclaim. They are properly called "toffee bars," but the person who gave her the recipe called them "idiot bars," because even an idiot (or a caveman?) can make them. They consist of a caramel syrup of butter, brown sugar, and vanilla poured over graham crackers, topped with chopped pecans, and lightly baked.

On Friday afternoon, I washed her Rover and hosed off its rubber floor mats, after I'd cleaned up my Jaguar XFR. With just 2700 miles, her Defender still looks brand new.

We got to the dinner Friday night and

both went to work; **Karen Ianniello** and I were registering cars and Kristine was dishing up meatball subs. When we finally stopped to eat, she seemed to really enjoy talking with our SABCC friends. She was also bidding on silent auction items, but did not win any.

On Saturday, the alarm went off at 5:30, and once we'd fed our many, many cats, we got ready to head to the show. I parked next to the registration area, while she put the Defender out on the field. I was absorbed with registration for the next three hours, but Kristine kept herself entertained, and was even persuaded to take advantage of the "buy the length of your car" deal for 50/50 tickets.

At the end of the day, only one of us won a class award, and it was not for my poor XFR. No, her Rover, the newest car on the field, won first place in the Britannia New Era class.

I've been involved with the British car hobby for more than 16 years, but the 2025 show was the most active Kristine has been. Since she's been so absorbed with taking care of her mom for the past several years (and her dad until his passing in 2022), I'm glad she was able to have this diversion – and I'm grateful for all those who have made her feel welcome.



Kristine looks out over the show (photo by Gail Sanders).

Classifieds

1965 Triumph Herald

Convertible (cloth top). Good candidate for restoration.

Keith Jarvis
251-422-7979

Air /Acetylene Torch Kit

Has gas. \$20. See at the Eagleson Garage in Daphne, AL.

Tom Renick
251-661-8333



1956 MGA

[Note from Ed.: This was sent to our webmaster, Mike Japp, by a member of the English Motoring Club of Mississippi. We have asked for photos and details but have not yet received them.]

One of our elderly members is selling his house on Ono Island and wants to sell his non-running 1956 MGA. It has not been driven for the past four years due to brakes and a leaky water pump. The owner says to offer it at \$5500 or best offer for a quick sale. His son lives in Pensacola and can show the car to interested folks.

Keith Anderson
601-829-2573 (no texting – landline)

3-piece Tool Box

Noel Eagleson is selling Mike Darby's 3-piece rolling tool box. It is three tool boxes together for \$425.00. They are Craftsman brand. If new, the price for these would be around \$600.00. Accepting cash only.

The bottom rolling "Quiet Glide" tool box has 5 drawers and measures 26.5" wide, 18" deep, and 34" tall (from the floor – it has wheels).

The two tool boxes that sit on top have 3 long drawers on the bottom, 6 smaller drawers on the top one, and together they measure 42" wide, 17.5" deep, and 21.5" tall. There are keys for all three top pieces.

Please note that this is the sale of the tool boxes only and does not include tools.



Noel Eagleson
(251) 404-3216
noeleagleson@gmail.com

Just one more thing, please . . .



PBCA member and parliamentarian **Taber Tompkins** is well-known for his snide comments about MGs, so how is it that he was actually working on one at **Bob Manske's** garage? This MGTD belongs to **Catherine Hajcak**, whose late father restored it. Ed. thanks **Tim Garrold** for this unprecedented photo.



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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.