



smoke in the wires

April '26

From the President

Tim Witzigreuter

Happy Spring to everyone!

March has gone by fast. Several activities have been attended and more in April are to come. Our show plans are continuing and we still need volunteers and sponsors. As I write this (March 31) the show is only 18 days away and 78 cars are registered. Online registration has been utilized by all, except for a few, of the registered attendees.

The John Twist seminar the first weekend of this month was well attended and very informative as well as convenient for **Michael King**. He had a distributor issue enroute that was resolved during the seminar.

Daylight Savings Time is now upon us, as well as warmer temperatures, and this allows us some more daylight to enjoy our LBCs. We continue to look at a joint rally with SABCC, maybe in May, to meet halfway between us and them for breakfast then a drive through the backroads to have a late lunch then everyone heads East and West toward home.

The Fairhope Arts Festival was a great day. I can't thank the ones that helped me with my "car not starting" issue when I got ready to leave. There were several that came to my rescue to help diagnose the problem. They had tools, knowledge, and one of them [SABCC's *Don Pritchett-Ed.*] took the coil out of his car to try on mine and that was the problem. After being taken to AutoZone for a new coil and help putting it in my B started and I was on my way home.

I almost forgot to mention when I got to Fairhope a heater hose was leaking and Dick Bishop with MGMG took me to O'Reilly's [*Boo hiss-Ed.*]

where I got a section of heater hose and replaced it. Thank you again to all for the assistance, knowledge, and comradery. I might add that I'm almost positive the coil that went bad was the original coil [49 years – *nothing lasts any-more-Ed.*]. I kept it for sentimental reasons and it is now a paperweight.

In closing, thank you all again for all your input, knowledge, support, involvement, ideas and concerns. And most of all the friendship and our shared love for British Cars.

Tim Witzigreuter, Sr.

President

Panhandle British Car Association



On the cover: Joe and Karen Ianniello follow Tim Witzigreuter to the Fairhope Arts and Crafts Festival (photo by Tim Witzigreuter).

Activities Calendar

April 11, 2026

Monthly Tech Session

Manske Garage, 6129 Dutch Way, Milton, Fla. 32570, 10:30-ish. This session is for those needing to make last-minute adjustments to their cars before the show. Contact **Tim Witzigreuter** to reserve your time.

April 17 and 18, 2026

Brits on the Bay

Dinner at 5:30, Museum of Commerce; show opens 9:00 in Seville Square. See [website](#) for registration, shirt order, and sponsor forms.

April 20, 2026

Monthly Club Meeting

Ace's Hangar, 3966 Avalon Blvd, Milton, 32583, eat at 6:00, meet at 7:00.

April 2026

SUN	MO	TUE	WE	TH	FRI	SAT
		1	2	3	4	
5	6	7	8	9	10	11 TECH SESSION
12	13	14	15	16	17 BRITS ON THE BAY	18
19	20 CLUB MEETING	21	22	23	24	25
26	27	28	29	30		

May 9, 2026

Annual Club Picnic

Big Lagoon State Park, 11:00, details soon.

May 18, 2026

Monthly Club Meeting

Ace's Hangar, eat at 6:00, meet at 7:00

May 23, 2026

Silverhill Car Show

Downtown Silverhill, Ala. Day of show registration \$30.

May 2026

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

smoke in the wires

is a publication of the Panhandle British Car Association and is published monthly for the benefit of PBCA members. Permission to use this material by other British car club publications is granted provided credit is given to **smoke in the wires**.



Address comments or submissions to **Michael King**, Editor, at smokeinthewires@gmail.com.

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.

PBCA Executive Committee

President	Tim Witzigreuter
Past President	Paul Reese
VP/ Activities Chair	Michael King
VP / Membership Chair	Joe Stephens
Secretary	Angela Fink
Treasurer	Monica Bachmann
Show Chair	Fred Veenschoten
Communications Chair	Gail Sanders
Member at Large	Paul Salm
Parliamentarian	Taber Tompkins

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Technical Director	George Bruno
Newsletter Editor	Michael King

MG NORTH AMERICAN COUNCIL OF MG REGISTERS
 Invites ALL MG Owners
 to join us August 24-27, 2026
 in the Sandusky, Ohio / Lake Erie area
 for the every-five-year ALL-MG Event
mginternational2026.org

SHORES & ISLANDS OHIO
 CEDAR POINT SANDUSKY PUT-IN-BAY

Registration opens
 year-end 2025

INTERNATIONAL 2026
 SANDUSKY, OH

North American MMB MG Register, THE NEW ENGLAND MG T. LEAGUE, NORTH AMERICAN MG REGISTER, MGB

103 MG FEST
 1000 ISLANDS 2026

The MG Car Clubs from Ottawa and Toronto invite you to
MG103Fest.

Join us for a weekend of fun and camaraderie in scenic Gananoque. Gananoque is located in the Thousand Islands near the US border. This weekend gathering of MGs is open to all enthusiasts.

<i>Friday</i>	<i>Saturday</i>	<i>Sunday</i>
Tailgate Pizza Party	Group Scenic Tour	MG Car Show
	Pub & Trivia Night	

tinyurl.com/mg103fest
AUGUST 14-16, 2026

OTTAWA MG CLUB, GANANOQUE



North American MGB Register

P.O. Box 876
Downers Grove, IL 60515-0876

Thank you for your inquiry into the North American MGB Register. We are the official register for MGB, MGB/GT, MGC, MGC/GT, MG V8, Midgets, MG 1100/1300 sedans, and all Post Abington MGs.

As a member of NAMGBR, you will receive:



The MG Driver

This bi-monthly magazine is packed with over 60 pages of useful information with the right mix of Technical and Member information.



Mutual Aid Directory (MAD)

Many members list their contact information to help fellow NAMGBR members in the event they break down in their area.



Club Insurance

Does your club sponsor a car show, driving event or meeting? Many venues require insurance to hold the event on their property. If your club has 8 NAMGBR members and is a Chapter of NAMGBR...you're covered for free!



Member Classified

NAMGBR offers a free classified section in both the MG Driver and the website. Have an extra MG or parts you want to sell? Target your advertising to the people you know are buying MG.



Technical Help

NAMGBR has assembled a group of technical experts to answer your questions



Annual Convention

In conjunction with a NAMGBR Chapter, we sponsor a convention highlighting a different part of the United States or Canada. This 4 day event features driving tours, a car show and a taste of the local food and drink. In 2026, MG2026 International will take place in Sandusky, OH



Regalia

We have a number of ways you can show your NAMGBR membership to the public.



Car Insurance

NAMGBR is the first MG Register to offer members the 5% Hagerty Collector Car Insurance Discount. Being a member of NAMGBR can save you money on your insurance



Dash Plaque

To commemorate your membership in NAMGBR, you receive a dash plaque to display in your car, home, office or where ever.



100,000/200,000 Mile Register

Has your MG gone the distance, and traveled over 100,000 or 200,000 miles? NAMGBR honors this achievement with a dash plaque your car can wear with pride.



Window Sticker

Proudly proclaim your membership in NAMGBR with this attractive two sided window sticker.

Do you want to know more about the North American MGB Register? Check out our website at: www.namgbr.org

Do you want to be a member in the largest club in North American dedicated to the MGB, MGB/GT, MGC, MGC/GT, MG V8, Midget, 1100/1300 Sedans and Post Abington MGs?

Go to the website and either download a PDF membership form and mail with a check or instantly join via Credit Card



We look forward to having you as a member of NAMGBR!

Tight Connections

Club and Member News

Fairhope Arts and Crafts Display

photos by Robb Ogletree, SABCC

The Mardi Gras MG club hosted their annual car display on the Fairhope campus of Coastal Alabama Community College, in conjunction with the Fairhope Arts and Crafts Festival, and approximately 20 British motors from Alabama and Florida participated. Marques represented included Jaguar, Jensen-Healey, Land Rover, Lotus, MG, Triumph, and two “bespoke cars” – SABCC member Don Pritchett’s “Morris Special” and a handmade primrose roadster bearing “American Austin” badging.

With perfect weather, and what seemed like more artist booths than ever before, the Festival drew huge crowds, but no one had better park-



Top, Jaguars and a Land Rover; bottom, Don Pritchett's Special.



Top, Triumphs and a Bugeye; bottom, the “American Austin”

ing than those of us at the car display – and it was free!

Of course, at least one British car had to act up a bit, and the chosen victim was PBCA president **Tim Witzigreuter**. His 1977 MGB blew a heater hose on the way to the display, and when he decided to leave, his car would attempt to start but would not run. Using our best John Twist diagnostic skills, we determined the most likely culprit was the ignition coil. Swapping it with a chrome-plated unit from the performance aisle at AutoZone had the engine running better than ever.

PBCA and SABCC owe a debt of gratitude to our friends from MGMG for hosting this event every year.

BMCNO Show, Covington, LA

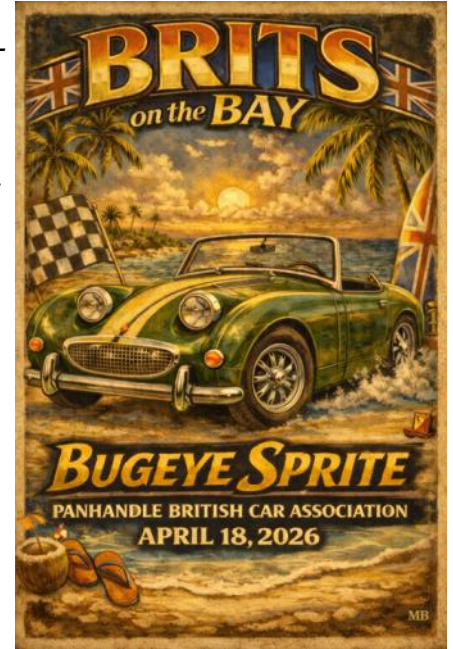
Congratulations to **Taber Tompkins**, whose Caterham 7SV won two awards at the March 28, 2026 British Motoring Club of New Orleans British Car Festival in Covington, La. Taber took first place honors in the Modified & Competition class, and was selected the Kids' Choice winner.



Top, **Taber's Caterham** at the show (photo by Robb Ogletree, SABCC); bottom, the car sporting its Kid's Choice ribbon (photo by Don Pritchett, SABCC).

Car Show Update

Eighty cars are now (April 6) registered for the Brits on the Bay show on April 18, which compares very favorably to the 56 registered as of April 5 of 2025. Last year, we registered a total of 109 cars, so with registrations over the next couple of weeks and at the show itself, we are on track to have an improved turnout.



The variety of cars also is good, with entries in 26 classes. Six classes still have no entries, but this will likely be reduced by the show day. We have also added a Land Rover/Range Rover class, so if you own one of these vehicles, or know someone who does, make them aware we will have a place for them.

Sponsorships are still of concern. Total sponsor funds received to date are behind last year's total by nearly 30 percent. Please consider sponsoring a class! The cost is only \$50.

If you have not already let **Gail Sanders** know that you will provide a basket for the silent auction, please contact her as soon as possible.

Finally, we still need volunteers, especially to help **Joe Stephens** and his team get the cars parked on the field. Let Joe know if you can assist.

The goal of this show, as expressed by our club president, is for everyone to have a good time and want to come back next year. Thank you for your efforts to accomplish that!

Spare Parts

Increasing Interest in the Hobby

story by Mac McNamara, SABCC

I'm a member of the Model 'A' Ford Club of America (MAFCA), and get the usual newsletters and other media pamphlets from the National Club and some of its affiliates. As every club I am in has stated, there is a need for younger members to be recruited for a club to survive and thrive.

Recently, MAFCA released these suggestions to increase club participation and recruitment. I have been given permission to reprint the article. Modified wording has been placed in {braces} and typically replaces "Model A" or "Model A Ford."

1. **Increase Public Exposure:** People cannot become interested in something they never see. Taking {your car} to local festivals, parades, community events and farmers' markets creates opportunities for the public to encounter the cars up close. When people can see, hear and photograph these vehicles, curiosity naturally follows.
2. **Embrace Social Media:** Today's audiences discover hobbies online. Posting short videos and photos of driving tours, restoration projects, and everyday experiences with {your car} can reach thousands of people instantly. A short video of a scenic drive or a cold start can spark more interest than traditional advertising methods.
3. **Offer Ride Experiences:** One of the most effective ways to capture someone's attention is to give them a ride. Feeling the engine rumble, hearing the mechanical sounds, and experiencing the ride firsthand creates a memorable connection that no photograph can replicate.
4. **Host Informal Gatherings:** Not every event needs to be formal. Casual "cars and coffee"-style gatherings allow people to socialize around the cars without structured meetings. These relaxed settings are often more inviting to newcomers.
5. **Highlight the Hobby's Affordability:** Many people assume antique cars are expensive and difficult to maintain. Sharing {the affordability} information helps remove a major barrier for potential enthusiasts.
6. **Promote Parts Availability:** Another common concern is whether parts can still be found. [*And we have plenty of sources even beyond the one we all know-Ed.*]
7. **Share the Mechanical Simplicity:** {Many cars} offer a hands-on learning experience that many modern cars cannot. Their straightforward mechanical design makes them excellent vehicles for teaching basic automotive skills and mechanical understanding.
8. **Connect with Schools and Young People:** Partnering with high school shop programs, community colleges, or technical programs can introduce students to the hobby. Seeing and working on {an older} car often sparks curiosity and appreciation for automotive history.
9. **Encourage Driving Tours and Road Trips:** Driving events are at the heart of the {classic and antique car} experience. Scenic tours, day trips, and multi-day drives remind people that these cars were built to be enjoyed on the road, not just displayed.
10. **Tell the Stories Behind the Cars:** Every {car} has a story – family history, restoration journeys, road adventures, and personal memories. Sharing those stories through newsletters, presentations, or social media helps people connect emotionally to the cars and the community around them.

[Excellent points, Mac, and highly applicable to many of our cars. Club members, let's do this-Ed.]

Everyone Loves and Oddball:

Episode 4: Peel

story and photos by Peter Lee, SABCC

So, when you think about the Isle of Man, most people think of the annual TT race that has been held there almost continuously since 1907 and has claimed at least 156 competitors over that stretch.

But as these are motorcycles and my wife has banished me from motorcycles until Mattie is out of college, I will not discuss that race.

But I will discuss a text I received from our illustrious president Ben Cummings. It was a picture of a little car and he was asking me if I was familiar with it. Which I was as I had told him a couple months prior when he had sent me another picture of the same car.

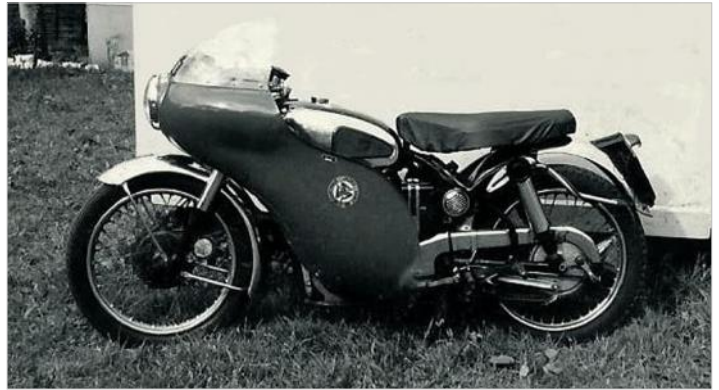
Judging by this I think he hadn't paid attention to all the details I had told him about the car last time. The picture was of the official smallest production car in the world. The Peel P50. But that is a well-known oddity that Top Gear did a hilarious story on with Jeremy Clarkson driving it through the BBC offices. So that is easy to find and well worth your time to watch.



Peel P50



What I'm here about today is there are more Peels than you're probably aware of. Peel Engineering was started in the early 1950's by Cyril Cannell. Their origins lie in aerodynamic fairings for motorcycles and some cars. Seems like a logical place for a company living on the Isle of Man.



Peel Engineering motorcycle fairings

They then built a kit car called the P1000. This was a body meant to be added to an existing frame and running gear. The numbers on how many were produced widely vary and the entire kit was, at worst, 95 pounds.

Kinda looks like a smoother MGA to me.

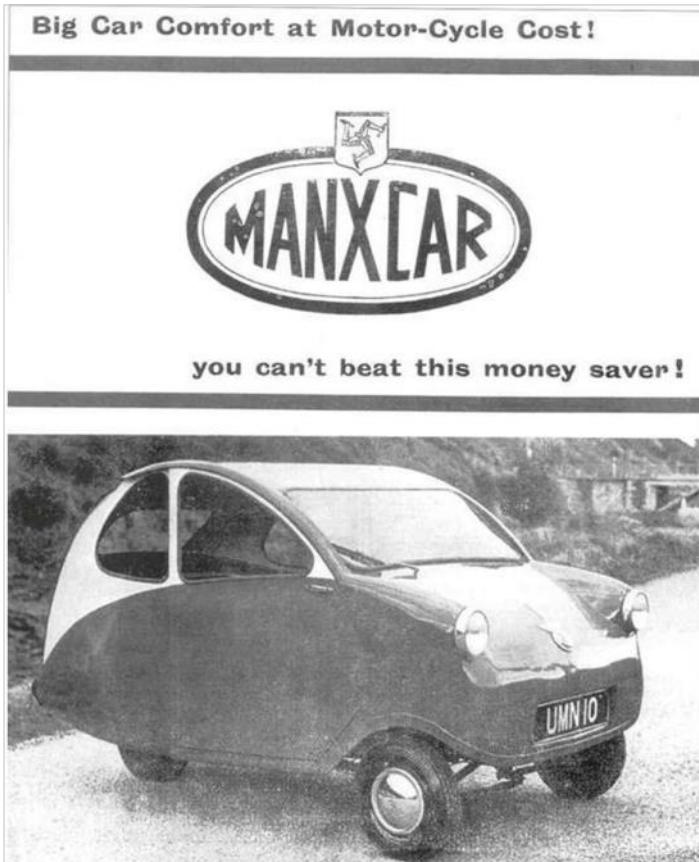
In 1955 they created the Manxcar prototype 2+2 (photo next page)

expecting it to sell for around £300. It had a 250cc engine and obviously seated four. This never entered production so it was consigned to the "what could have been" category. The published performance figures for the car were 50 MPH and 90 MPG.



story continues next page

Peel Engineering, continued



Manxcar

But this blazed the way for the 1962-65 Peel P50 we all know and admire. Forty-seven original P50's were sold for a whopping £300 each, and Wikipedia lists the last original one sold in auction was in 2013 and hit \$120k. P50's all came with a 3-cubic inch (yes 3) 4.2 hp single cylinder motor capable of 38 mph. The three speed manual transmission was good for forward but reverse came by getting out and pushing. But they did provide a nice handle on the back you could pick up the car and turn it with.

OK, enough of that. Back to the weird ones. Building on the sales of the P50, Peel built in 1965-66, my favorite, the Trident. It used the same driveline as the P50 but was wider to accommodate two and the front fiberglass and canopy tilted forwards for you to get in. Other than it still being a tight fit, the clear canopy was known to turn the interior into a hotbox where

you could get your sweat on while driving to the store. 45 of these were made in the original production.



Peel Trident

One note here is that in 2011 two investors went into "Dragons Den," the UK equivalent of "Shark Tank," and raised £80,000 to make replicas of the P50 and Trident in both gas and electric. You can order them either as a kit or a complete car, and with alternate powerplants. But expect to be north of \$20,000 before you start adding the options and shipping. The website

story continues next page

Peel Engineering, continued

for you to place your orders is www.P50cars.com.

So, now the final car. The 1966-67 Viking Sport. Based on the Mini 850cc underpinnings, it was again really just a shell and frame that needed a donor Mini to complete. Harkening back to the P1000 model. After the two prototypes though, the production was taken over by Viking Performance and it was originally believed that 22 were sold. But Peel Engineering was found to have supplied those body shells all the way to 1969 so that actual number is again up for debate. At least it was a little more practical than previous models.



Viking Sport

After the Viking Sport, Peel stopped making cars, sticking with fairings and boats. Look around a bit and you'll find the boat subsidiary was West Marine Ltd. Unfortunately, the original Peel Engineering finally dissolved in 1974. It had already moved all the actual production to England off of the Isle of Man and only retained the design group there.

When digging into this subject, I found some references to GRP prototype bodies for Minis made for BMC. These were made for production in Chile. This was due to countries wanting to sell homemade cars so the bulk of the production was to be completed in their country. That's how BMC got the idea to partner with Peel and

have them pursue the forming and mold making. Reportedly six of these were made with only one being made into a full car and eventually crash-tested. The pictures below are of one of the last remaining Peel-made bodies that was discovered in an orchard with the original molds in a nearby building.

So, as you can see there is more to Peel Engineering than the mighty P50. I hope from this you have all started saving for your P50 or Trident kit. I would say someone could get one and hop it up a bit but it's already been down to an extreme level. This jet-powered trident hit 78 mph.



Jet-powered Trident

Sheep Shearing, Automobiles and Bathroom Faucets

story and photos by **Rodney McDonald**

Are you aware of a connection between a classic (and, sadly, defunct) British marque and a US seller of kitchen, bath and plumbing supplies?

An Australian concern that manufactured sheep shearing equipment employed a young British engineer named Herbert Austin who caught the bug that many other young, enterprising men did at the turn of the twentieth century - the desire to build his own car. While he was employed in Australia, young Herbert met, wooed and married his wife and when the firm decided to uproot from Melbourne and move the works to the industrial heartland of England, he followed it back to his home in England

Setting up the Wolseley Sheep Shearing Company factory in Birmingham allowed the business to be closer to their suppliers, but the "off season" meant that other work had to be performed to prevent losing skilled workers to layoffs (or redundancy, as it is termed in the UK). Herbert saw that bicycle manufacturing would fill the niche nicely and the Wolseley bicycle was born. When motorized bicycles came on the scene, Herbert saw a good fit for his factory, as he had been promoted to works manager.

The first Wolseley car of 1895 was a product of a collaboration of Vickers Armaments and Herbert Austin. It more of a powered cart, as many others were at the time, with the driver and passenger sitting back-to-back on the three-wheeled, tiller-steered contraption. In 1901, the automobile division was spun off as an independent business. From this humble beginning, Wolseley would become a leading producer of automobiles in the pre- WW I period.

In 1905, Herbert Austin left the Wolseley automobile firm and raised enough capital to put an all-new design in production, and the Austin



Top, 1895 Wolseley Tri-Car (British Motor Museum); bottom, 1909 Austin Model 60 (Flickr User Steve Brown).

automobile marque was born. The sheep shearers stayed with the original Wolseley firm.

By 1927, things weren't looking so good for the Wolseley automobile group so, its owners, Vickers, sold it to William Morris (of the Morris Automobile concern) as his personal property. Eventually, Wolseley would be added to the stable of marques in the Morris empire, where the marque became the "WO" in "MOWOG" - the abbreviated term for Morris-Wolseley-MG.

The original Wolseley group continued to produce its sheep-sharing equipment and worked actively to diversify itself into other fields and it successfully entered the electric fencing, industrial wheels and building supply businesses in the UK. In the US, the modern Wolseley firm purchased Ferguson Enterprises, a plumbing and industrial supply firm.

Today, Ferguson is known for its high-end kitchen and bath showrooms in North America. But they don't sell sheep shears.

Wiring Diagrams

Tech, Tools, and Tips

Tire Dates Matter

story and photos by Lawrie Alexander, PBCA

For many years now, owners of infrequently driven cars have balked at the idea of replacing tires every ten years or so, when their tread is still impressively deep and there are no cracks in the sidewalls or between the rows of tread pattern. I have been guilty of this myself, especially as new tires have become quite expensive.

However, late in 2024 reality brought me to a halt - literally! In October, one of the four-year-old tires on my MGB had developed a slow leak, so I replaced that wheel with the spare and took the leaker to the tire shop. When repaired, I put that wheel into the trunk with every intention of putting it back as soon as I had some free time. I wasn't worried about using the spare because it had no cracks and lots of tread. (See picture 1).



Picture 1—This tire looks fine . . .

I got busy at work and the spare stayed in use. Then reality struck: zipping down the freeway in late November, a sudden loud "bang" followed by scraping sounds and serious instability interrupted my journey. Fortunately, traffic was light and there was room to pull to the

shoulder, where a quick look revealed that the spare had failed catastrophically. (See picture 2). The repaired original, thankfully, was still inflated (how often do you remember to check that your spare is still adequately inflated?) and there were a jack and lug wrench in the trunk, so I was able to resume my journey after just a short delay.



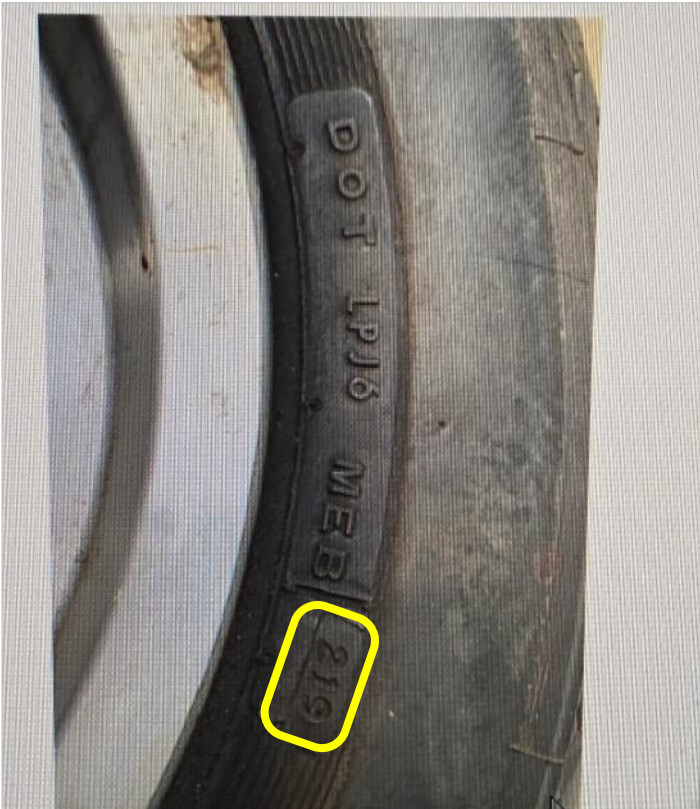
Picture 2—Until it doesn't.

One very good thing was that it was a rear tire, and it happened while driving straight. Imagine what could have happened if the tire had been on the front and had let go when cornering briskly – as my cars tend usually to be driven. As it was, minor damage to the edge of the fender and a \$135 outlay for a new tire to match the other four were the only results of my having ignored the experts' advice to replace tires when they pass their use by date.

So, how do you know when that date has arrived? Picture 3 (next page) shows the marking on the sidewall which gives you this information. There you can see DOT followed by some code known only to the Dept. of Transportation and the tire manufacturer. What is

story continues next page

Tire Dates, continued



Picture 3—Date code (your tire will not have a yellow box)

important is that, adjacent to that DOT marking, there is a number in a rectangle with rounded edges. In this case, it is 219 which, to my horror, tells us the tire was made the 21st week of 1999! Prior to 2000, three digit codes were used; for example, 032 signifies that the tire was manufactured in the third week of a year ending in "2" – this could be 1992, 1982, or 1972, but not 2002 due to the three-digit format. Any tire made this century will have a four-digit code; the first two of these digits designates the week of the year the tires were made, and the final two digits are the last two digits of the year of manufacture. (For example, 1319 means the thirteenth week of 2019.)

So, now you know. Go check your tires and, if they are more than 10 years old but in good condition, continue to use them at your own risk - and make sure you have a properly inflated spare.

Auction Roundup: Oddballs

In keeping with Peter Lee's series of articles.

1964 Riley Elf Mk II



Sold for \$13,250 on Bring a Trailer (April 2026)

A UK home market car, this white and black over red Elf was refurbished in there and came to the US in 2021. Based on the Mini, the car is powered by a 998cc motor.

1961 Wolseley 1500 Mark II Saloon



Sold for \$4,100 on Bring a Trailer (Feb. 2025)

Yes, it had faded paint and some corrosion, but this car was attractive inside, and runs nicely. Well bought.

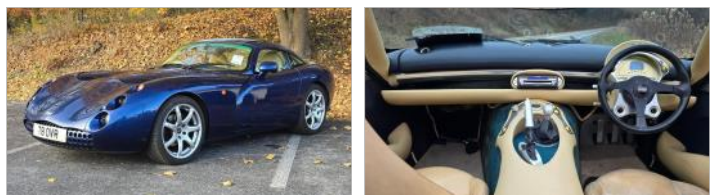
1996 Marcos Mantara Coupe 400



Not Sold for \$42,500 on Bring a Trailer (March 2026)

A tubular steel chassis, fiberglass body, Rover 3.9-liter V8, blue leather, AC, etc. – what's not to like? Well, one commenter found plenty, which might have cost a sale.

2000 Tuscan Speed Six



Not Sold for \$50,000 on Cars and Bids (Dec. 2025)

With a 360-hp 4-liter inline six and a five-speed transmission, this model was never sold in the US, but offered looks and performance. Sadly, alleged misstatements by the seller caused the high bidder to cancel the transaction.

Wire Nut

Michael King, Editor, "Smoke in the Wires"

Marque of Friendship

On Saturday, March 14, **Kristine** and I headed to the Publix near our home to join friends from the PBCA in a caravan to the Fairhope Arts and Crafts Festival. On the way, we ran her Land Rover Defender through a car wash where a friendly attendant adjusted the brushes so her spare tire cover would not end up in the drain.

Arriving at Publix, we found PBCA president and SABCC member **Tim Witzigreuter** in his Sandglow MGB, and PBCA members **Joe** and **Karen Ianniello** in their BRG "B." After a brief, friendly chat, we headed to Fairhope. Our drive seemed to be very pleasant and uneventful

When we got to Fairhope, friends from SABCC and the Mardi Gras MGs greeted us warmly and showed us where to park. Smaller cars were on the front row, and Kristine's Rover and some Jaguars were on the second row. We headed off to the Festival.

We returned to the display after a few hours, and learned the drive from Pensacola had not been as uneventful as we thought. Tim had seen steam escaping from under his bonnet, and on inspection found a leaky heater hose. Thanks to his new SABCC/MGMG friends Dick Bishop and Jon Gosnell, he was provided tools and a ride to an auto parts store [*Brand "O"-Ed.*] to get a hose and clamps and effect repairs. The car hadn't overheated and everything seemed fine.

Well, at least until he tried to leave. When Tim started the car, it ran for a few seconds, then died. All attempts to restart it were unsuccessful. The car seemed to want to run when it was being cranked, but wouldn't keep running.

Soon enough, Tim was surrounded by even



Working on Tim's car (photo by Robb Ogletree, SABCC)

more new friends. SABCC members Don Pritchett, Robb Ogletree, Gil Stuart, and Rick Black joined Tim, PBCA past president **Paul Reese**, me, and others to try to find the problem.

Removing the air cleaner, we saw the Weber carburetor's choke was working properly, and gas was getting to it (confirmed by the full fuel filter). Further, we verified we had spark at all four plugs. Tools were produced, and a spark plug was pulled. It was sooty, but appeared OK.

Perhaps a weak ignition coil? Don mentioned that the coils in Mark IV MGBs have a ballast so they run on six volts in normal operation, but this is bypassed when cranking. That could explain why the car would try to run when we tried starting it. I asked if anyone had a spare coil – no – but Don was willing to let us borrow the coil on his Morris Special to test this theory. Sure enough, the engine fired right up. We took Tim to get a new coil [*AutoZone*] and all was well.

The MG Car Club in the UK has as its motto "The Marque of Friendship." I've seen this lived out on many occasions, and it's not exclusive to MG owners. From advice, to lending tools, to helping with repairs, and even letting someone borrow part of your car, British car aficionados have each others' backs. Tim got home safely on that Saturday (and with a new coil, he said his car ran better than ever). As with many of us at one time or another, he got by with a little help from his friends. Here's to friendship!

Classifieds

1971 Lotus Europa

Mid-engine car with 1.6 liter engine and four-speed transaxle. Frame-off restoration begun; car is mostly in boxes. Purchases include:

- Banks Europa shocks and springs
- Aluminum radiator
- Aluminum flywheel
- Custom pistons
- Intake manifold and Weber carb
- Stainless steel door hinges
- Reground "hot street" cam
- Used windscreen in very good condition
- Four Yokohama tires

Body has cosmetic issues and will need some repairs, Includes Minilite wheels; brakes and suspension complete. All electrical components work. Will need seats and crash pad padded and recovered, and new headliner.

Engine is missing a cylinder liner and head will need repairs. Transaxle is good. Repair manual and service parts included, along with other literature.

Car can be seen in Mobile, Ala.

Asking \$2000

Bob Bulfin

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2025 "Brits on the Bay" All British Car Show

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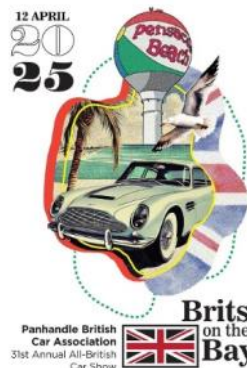
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Just one more thing, please . . .



SABCC's Don Pritchett took, and sent Ed., this photo of a mini Mini invasion at the Covington show. He says a company in England does these conversions. The BMCNO even created a class for them!

