



smoke in the wires

August 2026

From the President

Tim Witzigreuter

Hello all,

Another month has come and gone. The pictures I've seen of the Pig Roast looked like a well-attended and fun day. I wish I could have been there. July was busy for me. I had an unexpected transmission and brake issue with my wife's car that left me with only the MG as transportation, and with the monsoon-type rains, I didn't leave the house. I also had two trips to Nashville, Tenn. and back. I was in Nashville last Sunday or I would've been at the pig roast.



I was contacted by Alan Hill, who has a food truck. He is working with the West Florida Railroad Museum in Milton regarding a benefit for the museum. He thought a car show would be a good way to draw a crowd. There won't be any judging or trophies, just a day to show off your car to other car enthusiasts and the general public. Right now it will be the Germans vs. the British on who has the most cars in attendance, from the VW club and PBCA [*we're inviting SABCC as well-Ed.*]. No entry fee will be charged, but a donation to the museum will be collected [*see ticket and parking layout, upper right of this page-Ed.*]. This is similar to how the Euro Fest was done in the past. I know there are some in our club that like trains, one being myself. I think this could be a fun day for all involved. It is scheduled for September 12th. I have shared the event page to our club Facebook page.

I look forward to seeing each of you at the club business meeting August 17th.

Tim Witzigreuter

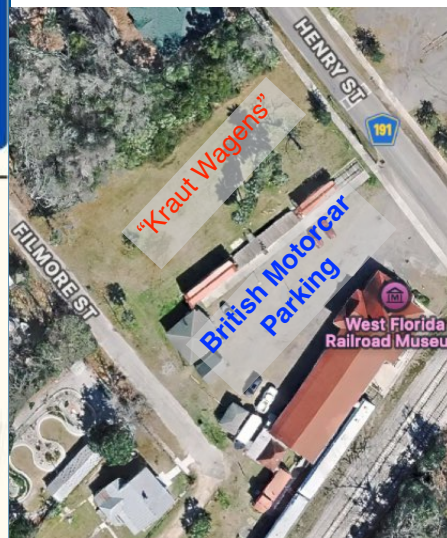
President

Panhandle British Car Association

On the cover: Fred Veenschoten, Russ Pascoe (obscured behind Fred), Bob Willsie, and Lawrie Alexander set the timing on Jim Taylor's MGTD, as Paul Reese looks on (photo by Emily Sheffer).

British-German Invasion West Florida Railroad Museum

DATE 09/12/2026 NAME FAMILY FUN TRAIN MELTON PLATFORM CARriage SEAT Car Participants Parking TIME 9:30AM-10:00AM TRAIN TICKET		ECONOMY CLASS West Florida Railroad Museum NAME OF PASSENGER CAR SHOW FUNDRAISER FROM Your House TO 5003 Henry St. Milton FL DATE 09/12/2026 PLATfORM 05 CARriage NO. 2 DEPARTURE 10 AM ARRIVE 1:00 PM Barcode	
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The West Florida Railroad Museum is located at 5003 Henry St. in Milton. British cars will enter from Fillmore St. (north on Henry St., left on Canal, left on Fillmore).



Joe Ianniello shared this photo of the ladies at the July 24 tech session. From left are **Emily Sheffer**, **Toni Veenschoten**, **Karen Ianniello**, **Jane Alexander**, and **Risa Manske**. No comments will be shared on the eyewear choices of **Bob Manske**, behind them. In the background are, from left, **Dick Maddux**, **Bob Willsie**, **Lawrie Alexander**, **Paul Reese**, and to the far right, **Tom Matsoukas**.



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.



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.



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.



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.



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

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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.

The Ghosts We Drive

BRITISH CAR FESTIVAL 2026
 October 17, 2026
 Fairhope, Alabama

Online registration, shirt orders, and payment at sabcc.org

THE GREAT GULF COAST ALL-BRITISH AUTOJUMBLE

Saturday, November 14, 2026

10AM—2PM

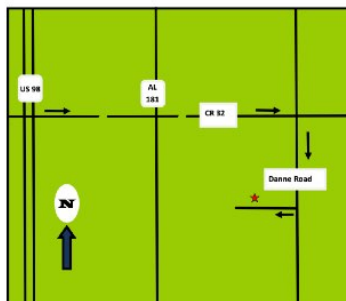
16695 Danne Road, Fairhope, Alabama

Phone 208-995-9103

Coffee, doughnuts & cold drinks on hand

Here is your opportunity to clear out your collection of British car parts, pieces and related automobilia in an event that spans the British car clubs of the north central Gulf Coast region!

Bring your wares along with a table to display them on and join in the fun of finding even more stuff that you never knew you needed.



You are looking for County Road 32 (near Point Clear) which crosses over US Hwy 98, County Road 13 and State Highway 181

Off US Highway 98 (4-lane 98) near Point Clear: Turn onto County Road 32 from whichever direction you are coming from, cross over County Road 13 and Hwy 181. After that go 1 mile further and look for Danne Road on the right. Go .3 mile on Danne, then turn right and go 243 feet.

Can also get to Danne Road off County Road 13 and State Hwy 181.

Upcoming Activities

VP of Activities: Michael King

Aug. 17, 2026

Monthly Club Meeting

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

Aug. 22, 2026

Monthly Tech Session

Bob's Garage, 6129 Dutch Way, Milton, 32570. 10:30-ish

Sep. 21, 2026

Monthly Club Meeting

Ace's Hangar Southern Grill and Bar,, eat at 6:00, meet at 7:00.

Sep. 12, 2026

British-German Invasion

West Florida Railroad Museum, 5003 Henry St, Milton, 9:30 a.m., details p. 2.

Sep. 26, 2026

Monthly Tech Session

Bob's Garage, 10:30-ish

Hold the Dates

Please see preceding page for dates and details on the British Car Festival (Oct. 17) and the Gulf Coast Autojumble (Nov. 14)

AUGUST

Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	CLUB MTG.	18	19	20	21	TECH' SESS.
23	24	25	26	27	28	29
30	31	1	2	3	4	5

SEPTEMBER

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31	1	2	3	4	5
6	7	8	9	10	11	RR MUS.
13	14	15	16	17	18	19
20	CLUB MTG.	22	23	24	25	TECH' SESS.
27	28	29	30	1	2	3

Tight Connections

Club and Member News

Tri-Club Pig Roast

SABCC, Mard Gras MG, and Panhandle British Car Association member **Tom Schmitz** decided to throw a party at his house on Soldier Creek and invited everyone in all three car clubs! Actually, he's been doing this for many years, around the date of his birthday (he turned 91 on July 20, one day after the party), and the theme is very simple: a pig roast, with the guests bringing appetizers, side items, and desserts.

Donna Eagleson reports about 75 were in attendance. Unfortunately, intermittent thunderstorms prohibited boat tours on the creek, even though Tom's neighbor had made his boat available. The weather, however, did not stop people from enjoying all the great food, socializing, or touring Tom's garages and collection of model cars. *Ed.* thanks those who shared pictures from the day.



Left, Bill Weeks and **Eddie Toenes** with **Tom** at the grill; top, some of the crowd by the pool; bottom, threatening skies (left and top photos by **Donna Eagleson**; bottom photo by Dawn Brudevold)

More Pig Roast Photos



Top left, **Eddie Toenes** and **Tom Schmitz** tend to the main course; bottom left, SABCCers **Mike Schiebert** and **Michelle Patton**; top right, some of the appetizers, salads, sides, and desserts contributed by the club members; bottom left, **Joe Ianniello**, **Bill Weeks**, **Mollie Reese**, and **Eddie Toenes** (Eddie is also a member of SABCC). Photos by **Paul Reese** and **Karen Ianniello** and shared with **Ed.** by PBCA communications chair **Gail Sanders**.

Wiring Diagrams

Tech, Tools, and Tips

My '72 MG Project

story and photos by Dave Sumner, SABCC

Hello fellow enthusiasts. My name is Dave and although I have been a member of the South Alabama British Car Club for many months now, I have not really had the opportunity to socialize as much as I had hoped. I thought I could smooth over my absences by sharing my current project. (This way, you can tell I'm for real and not a computer bot).

Last year, about this same timeframe, my Dad (Wayne) and I were looking for our next project car. We just finished my 1979 Trans Am and were looking for something different. My Dad suggested we look at a little European sports car, since we haven't built anything like that before. I had my sights on a Triumph Spitfire and even went to look at one. However, I was a very large man (width, not height) and was afraid we were going to need rescue services to get me out of it. I was pretty disappointed and had resumed searching for abandoned American muscle. I happened to meet a group of SABCC members at a local Cars and Coffee gathering and I really enjoyed talking to them. After hearing my story with the Spitfire, they insisted on me trying on one of their MG's and I was sold. Not just on the car, but the group I met was terrific. I paid my dues and joined the group the next week. They even funneled me leads to help me find an MG.

I finally located a yellow 1977 MGB in Thomasville, Alabama and made arrangements

to go look at it. As I pulled up to it, there was already another interested buyer checking it out. The owner explained that I had first dibs since I had just traveled nearly two hours to come look at it. It was ok; nothing that really made me excited about it, and I certainly wasn't agreeing with the price. I explained that I was looking for more of a project car and the other buyer didn't hesitate. It was gone before I could walk back to my truck. The owner called me over and said he had another one that was older and it was definitely a project car. He offered to take me back to his place to look at it, since I'd already driven all that way.

When we rolled up to his property, there was an incredible garage that was bigger than my house.



We pulled up to it and then we walked around the garage to an old wooden barn behind it. As we walked through spider webs and tall grass, tucked away on the far side of the barn, I saw the most beautiful little convertible I've ever seen. (My wife is reading this over my shoulder and is quickly reminding me that it was NOT "beautiful." It was barely recognizable as a car). The hood and trunk were both up and the top was down. It was obvious it had been in that state for many years. The license plate expired in

story continues next page

My '72 MG Project, continued

1994. But the body was straight, I didn't immediately see any cancer, and it looked complete. We struck a deal and I loaded it up on my trailer and brought it home. August 26, 2025.



Once I unloaded it, I checked it out in more detail, making mental notes of parts, issues, questions, etc. I snapped some "before" pictures and then spent the next day scrubbing it and washing it. It turned out to be an unusual turquoise color that appeared to be factory color. It had 50,000 miles on the odometer, and the tires still held air. I called Dad and showed him the car. My mom and my wife thought we lost our minds. I remember my mom telling me that she wished me luck, but she didn't think it would ever run again. My wife would only comment



that she imagined the original color probably looked very nice. Dad had full faith that I'd bring it back to life.

This little car had managed to wrap itself around my soul. I feel like it knows I'm bringing it back from the dead, and it hasn't fought me at all.

story continues next page

My '72 MG Project, continued

I won't go into a ton of detail about the build process, but I stripped it down and have rebuilt it with a vision. I ditched the smog equipment, pulled the motor and transmission to rebuild them, sanded, painted, installed a new Painless Wiring kit, swapped the wheels to Miata Dayton Wire Wheels with new tires, complete custom interior in gray leather, and one of the cleanest engine bays I've ever seen. I'm working on the trunk area now. Then its just a of fine tuning. So if you see a new turquoise MGB flying around Baldwin County, please flag me and we can stand around and talk for awhile.

I've built some cars that made me question my life choices, but this little MG and I have a bond like a rescue dog, and I have gone completely off the deep end. Between new parts, time invested, and flat out obsession to details, there is no way I could possibly make my money back if I sold it. If Craig Jackson (of Barrett-Jackson Auto Auction fame) offered to showcase it at the Scottsdale show, I'd still be in the hole. But it doesn't matter. My only goal with this car is to roll it to the SABCC British Car Festival in October, and turn heads.

Thanks for letting me share. Enjoy the pictures. [I did, Dave—thanks for this great article!-Ed.]



Spare Wires

British Car News and History

So, What's On TV?

story by Rodney McDonald, SABCC

Those of us who have attained a certain age may recall that “clunk-clunk” of the channel knob on our black and white cathode-ray-tube televisions. While the knob may have listed 12 preset channels, most of us were lucky to have two or three to choose from back in the day of broadcast TV. Today, we covered up with choices in how we get our programming and from whom.

As British car hobbyists, we have a surprising array of shows to keep us entertained between sessions with our classics. There are a few that appeal to the likes of us; some you may know and some maybe not.

Wheeler Dealers was at one time the most popular automotive-themed show in the world,



according to show founder and host Mike Brewer. The program got its start in the UK, where co-host Edd China would revive old cars on a budget not exceeding £1,000. This meant that early shows featured a lot of rattle-can body paint and other cost-containing practices.

As the show grew in viewership, the budgets increased and the workshops went more upscale. Eventually, the filming location was transferred to California when the Discovery Network took charge. Edd China left the series and was replaced by Ant Anstead. Three seasons later, the

filming location returned to the UK and Anstead was replaced by Marc Priestly as the main wrench.

The current shows are carefully scripted and shot with high production values. While it continues to follow its original formula, it has come a long way from the dimly lit garage of the past, but “Owld out your ‘and,” always seals a purchase.

Wheeler Dealers can be found on Discovery, Discovery Turbo and various streaming services.

Chasing Classic Cars featured the work of host Wayne Carini, owner of F-40 Motorsports in Portland, Connecticut as he shopped for unusual cars to restore and sell in his business.



The show ran for 17 seasons and focused on finding, restoring and selling unusual cars either directly to clients or at auctions around the country. A number of his shop employees who appeared on camera developed their own following, especially former lead mechanic Roger Barr.

Shows filmed later in the series included segments of Carini’s hunt for auto memorabilia to decorate his home shop, trips to high end concours car shows and car auctions. The last season was released in the summer of 2021, but the affable Mr. Carini is a regular at numerous automotive events throughout the country.

Chasing Classic Cars can be found on Amazon Prime, Hulu and other streaming services.

story continues next page

So, What's on TV?, continued

Bangers and Cash is a UK-based show that follows the day-to-day adventures of the Mathewson family as they sell classic cars and memorabilia in their business, Mathewson's Classic Car Auctions in Yorkshire. Much screen time is devoted to the three generations of the family collecting cars from sellers around the UK, leading up to their auction later in the episode.



Overall, the shows are light-hearted with family members trading jokes with one another while in the midst of work preparing cars for the next auction. Narration by the gravelly-voiced Toby Foster moves the stories along.

A recent spinoff series called **Bangers & Cash: Restoring Classics**, follows the journey of a vehicle purchased at Mathewson's Classic Car Auctions before being repaired, restored and re-auctioned. Many times the re-sale results in a loss. The series spotlights small businesses that specialize in repair and restoration work.

Bangers and Cash can be found on Tubi, Amazon Prime and other streaming services.

Continuing with the "bangers" theme, **Flipping Bangers** was a buy low, sell high kind of program hosted by Will Trickett and Gus Gregory. Their claim to fame is that they quit their day jobs



and started a business to buy, renovate and re-sell old cars at a profit over a five day period. This UK-based program was heavy on the sweat equity of the hosts but also highlights the cottage industry supporting the old car hobby.

Most of their sales utilized internet seller sites with the buyer making an appearance at the end of the episode for a handshake and a "nice cup of tea." There are three seasons of the show available, filmed from 2019-2025.

Flipping Bangers can be found on YouTube, Amazon Prime, Tubi and other streaming platforms.

Another UK-based restoration show, **Car SOS**, finds and restores old cars as a surprise for deserving owners who, for many reasons, may not be able to carry out the work themselves. The program is hosted by Tim Shaw (the parts "blogger") and Fuzz Townsend (the greasy hands) and has had a run of 14 seasons beginning in 2013.



Each show features a trip by the duo to inspect well-preserved or restored examples of the car undergoing restoration in their shop. These segments help tell the back story of the project car without becoming too documentary in the presentation. The final handover can become emotional for all involved, ending most episodes on a high note.

Car SOS can be found on Disney+, NatGeo, YouTube TV and other streaming platforms.

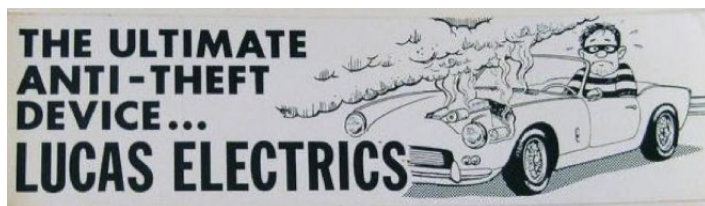
Everyone Loves an Oddball: Episode 8: Lucas at Fault?

story and photos by Peter Lee, SABCC

So, I was under my wife's F-Pace this last week enjoying the fabled 2.0 diesel timing chain change. I was quoted \$6,500 by the local dealer for the job and no-quoted by multiple local shops. In this particular case, it is a hated job as the chains are on the transmission side of the motor which just makes the job a glorious experience. I did quote my wife two weeks of down time so I'm not in trouble yet. But what I was thinking about, while sitting in the transmission tunnel, was what self-respecting engineer believed this was a good idea? And this thought hit a fever pitch after I broke the main chain guide mounting point when I tightened it to half-torque to check fitment (see photo). This broken stud turned out to be a captured bolt held under a balance shaft cover. When I went to buy one, I found that Jaguar had redesigned this specific bolt to the larger size on every other guide pivot in 2020. So, while under the car I got thinking about what issues are distinctly British of which we've all had a taste. Reliability? Electrical

gremlins? Single failure points that bring down the whole system? Mistakes in design that were meant to help but ultimately failed?

One of the most joked-about British car issues is anything related to Lucas Electrics. When you throw that name into Google you get this exact summary: "poor component quality, unsealed connections, and bad grounding, earning the company the ironic nickname 'Prince of Darkness.'" But in my research into this article I ran across a lot of counterarguments that Lucas was just providing what the car companies requested or was getting a bad reputation for a few poor choices. The company was built on a



reputation for reliability and quality starting in 1875 and was the standard in many cars. You don't hear about early Aston Martin DB2's headlights failing, and many of the pre-'60's era cars ran great from the day of purchase if properly maintained. And they do require steady maintenance to stay in tip top shape. Those cars are now 70 years old. Maybe we are asking too much or are spoiled by current technology.

So, what was it then? One item that consistently pops up in the discussions are bullet-style connectors (photo, next page), with which we are all familiar. Do you ever clean yours as you are actually supposed to? They are notorious for corrosion and pitting due to being unplated, so a little dielectric grease can really help. Also, if you disconnect and reconnect them too often, they eventually wear down, causing further issues in passing current. Sometimes the resistance could



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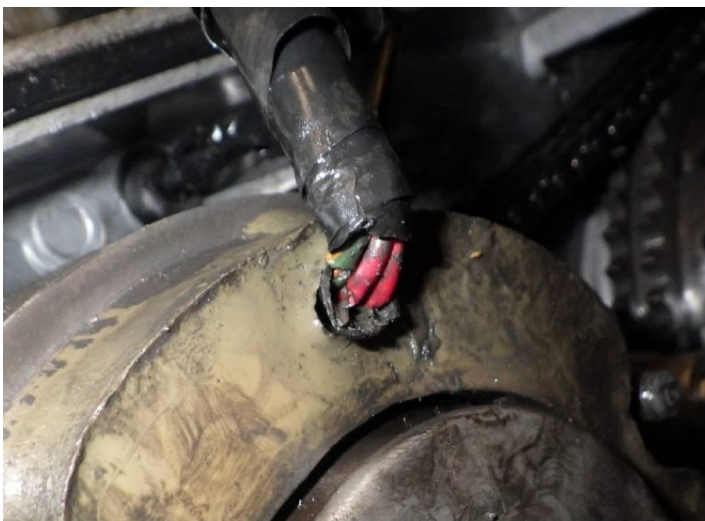
Lucas at Fault, continued

build enough to cause them to heat and burn through anything nearby. There are also special crimping and bullet-closing tools that I bet few of us have in our



toolboxes. Bullet connectors started being used by Lucas in the mid-1950's, which is strangely enough just getting into the era where the hate for Lucas started. Prior to this, connections were screw-in posts and terminal blocks that were overkill, but stood the test of time.

Another heavy hitter is failed wiring insulation. Early plastic insulation was of high quality in both thickness and formulation. But in the '60's and '70's, cost-cutting started to get in full swing and took its toll on the insulation. It was thinner and of a lower grade that was more extremely affected by heat and oil exposure. This cracking caused short circuits and intermittent connections. So, in cars that are known for heat, moisture and vibration the wiring was not up to snuff. This also was true about rubber bungs (see photo) protecting against water penetration—as they aged, the issues increased. They cracked and shrank causing the exact problems they were



designed to stop. One interesting thing I found was that many designs of the era didn't really take the export environment into account. Sure, they made left-hand-drive cars for the U.S [*their largest market-Ed.*], but did they think about how much hotter and dryer our environment is versus the British Isles? Most of the cars we love had minimal changes before being shipped abroad.

What about design? This was the era of overly-complex multifunction switches and series wiring. What do I mean when I say series? Imagine a string of Christmas lights. Lucas would arrange wiring harnesses in a long single chain with minimal fusing. My current MINI must have 60 fuses in the main panel. Sure, it has a lot of modern gizmos and added circuits, but my Triumph Spitfire has three. This makes it extremely hard to find an issue, as when one bulb goes out, they all go out. Nowadays when a circuit shorts you lose that fuse. That makes it much easier to find. Then there's grounding. Modern cars have redundant grounding that is protected against corrosion. We all know in the '60's and '70's cars, grounds are in the worst places for corrosion and there are usually only a few direct-connected grounds through the car. This means that one failing ground can really play havoc with a section of the harness, generating seemingly unrelated issues.

Don't forget positive ground, depending on the age of the car. You may be familiar with positive ground systems that were popular in auto wiring well in the past. Another thing that hurt Lucas is that they were slow to adopt negative ground. American manufacturers switched in the mid-'50's while Lucas held out until 1967. They were eventually forced to change with alternators, which proved to be much better than

story continues next page

Lucas at Fault, continued

the generator but required a negative ground system. Lucas held onto the belief that the positive ground would resist corrosion on the wiring and connectors. But this was eventually proved to not be true as wet and salty beats any electrical charging any day.

The final straw: there are a lot of conversations online about how British Leyland slammed the final nail into Lucas's reputation. Their push for cheaper and faster along with the horrible company-versus-worker plant environment caused a perfect storm that cut too deeply. I read a good statement in one article that Rolls Royce from the '70's used Lucas components just like the rest of the British car industry—even the same components. But they didn't have the same issues down the road as they didn't ask for a wiring harness made on the cheap. They paid for a quality harness so the long-term issues were reduced. They demanded higher grade materials, greater quality control, and meticulous assembly by hand. Those cars also tended to be well-



maintained by trained technicians. So, if you demand cheap, you get what you pay for. You get the Morris Marina (photo above): the embodiment of the British industry in a very bad place.

In conclusion, Lucas bears some responsibility for their reputation, but the car companies also

got what they paid for. We cannot forget that many of our cars from the Lucas dark years are well past their expected lifespan, but we keep them up because they crawled into our soul. The good with the bad. So, we as owners have to be a little realistic. Nothing lasts forever.

In conclusion, here's some Lucas abuse:

The corporate motto: "Get home before dark"

L.U.C.A.S. acronym: "Loose Unsoldered Connections and Splices."

The switch: The three-position Lucas switch is labeled Dim, Flicker, and Off (or Dim, Flicker, and Short).

The security system: Lucas electrics serve as the ultimate original anti-theft device because the car will never start for a thief.

Alexander Graham Bell invented the telephone, Thomas Edison invented the light bulb, and Joseph Lucas invented the short circuit.

Lucas is credited as the accidental inventor of both the intermittent wiper and the self-dimming headlamp.

Q: Why do the British drink warm beer?

A: Because Lucas makes their refrigerators.

If Lucas made guns, wars would not start—because the triggers would meet too much resistance and fail.

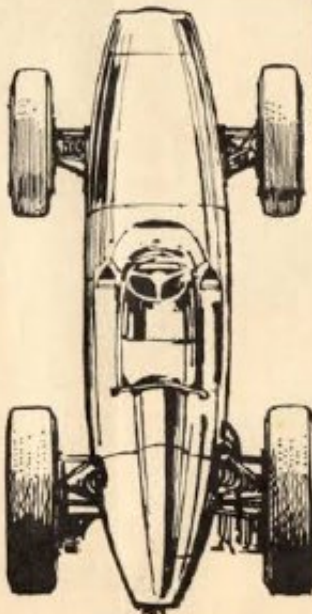
The vacuum cleaner line: Back in the 1970s, Lucas tried making vacuum cleaners. It was the only product they ever made that did not suck.

The repair ritual: Recommended procedure before fixing any Lucas equipment involves checking the stars, killing a chicken, and walking around the car three times chanting to the Prince of Darkness. *[After all this, I decided I should include two vintage ads from Lucas' glory days. See next page-Ed.]*

GRAND PRIX DRIVERS & MANUFACTURERS
1962 WORLD CHAMPIONSHIP

WON BY
B.R.M. AND GRAHAM HILL

RELYING ON
LUCAS



- ★ ELECTRONIC IGNITION
- ★ PETROL INJECTION
- ★ ALTERNATOR
- ★ STARTER
- ★ BATTERIES

United States Factory Branches
LUCAS ELECTRICAL SERVICES, INC.
501-509 West 42nd Street, New York 36, N.Y.
ENGLEWOOD, N.J. • CHICAGO • LOS ANGELES • SAN FRANCISCO • JACKSONVILLE • HOUSTON • DENVER • BALTIMORE • SEATTLE • BOSTON

Results subject to official confirmation

Auction Roundup—Great Eights

August is the eighth month, so here are three “eights”

1957 Jaguar Mark VIII Project



Sold for \$5,900 on Bring a Trailer

One of 1,668 LHD Mark VIII's built, this silver and black over grey saloon has corrosion issues and has not run “in some time.” Good luck!

1965 Austin-Healey 3000 BJ8



Sold for \$36,750 on Bring a Trailer

Finished in Healey Blue and Old English White over blue, this “big Healey” had only minor faults. Well bought.

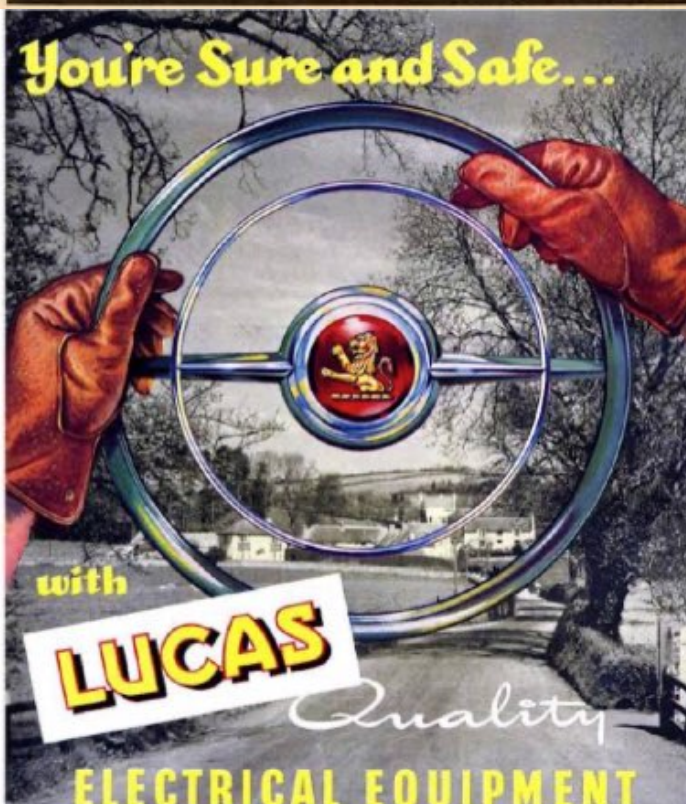
1994 MG RV8



Not Sold (July 29, 2026) for \$21,000 on Bring a Trailer

In Woodcote Green over Stone Beige leather, the issue with this car appeared to be getting it certified in the state of California, rather than any real issues with the car itself. MG RV8s used a Rover 3500 V8 producing 190 hp and 235 lb-ft of torque coupled to a five-speed gearbox. MGB body shells were (and still are) produced by British Motor Heritage. Rimmer (Moss) will sell you one for \$17,245.13, plus packing and shipping.

You're Sure and Safe...



with
LUCAS

Quality
ELECTRICAL EQUIPMENT

Classifieds

1975 MG Midget—\$8,500

Up for sale is my British Racing Green MG Midget. This is the 50th anniversary edition. It's a fun little car to drive around, and is road ready! Interior leather is in amazing shape. Exterior paint is in good shape. Vinyl top is showing age and needs replacement, but I only drive in fair weather with the top down, which is why I haven't replaced it! Tires have plenty of life on them. I always get so many comments every time I take it out for a drive. I've owned it for around six years, and just don't get to use it as much as I was hoping. Car is kept under car cover and is well taken care of. This vehicle is looking for a good home, and is a wonderful date night car. Located in Fairhope; more photos and video at <https://www.facebook.com/marketplace/item/1038513159120505>.

Stephen Zuercher
steve.zerk@gmail.com



1951 Jaguar XK 120 FHC—Asking \$85,000

The time has come for me to try to sell my 1951 Jaguar XK 150 FHC. It was fully restored 1988—2005 and was in storage from 1990—2005. I purchased it in 2009 (see full story in July 2024 *Spark & Spanner*). It has been repowered with a 5-liter (302 ci) Ford V8 engine and has a 5-speed manual transmission. I have added air conditioning (heat and cool), disc brakes on front, 60-spoke chrome knockoff wire wheel with hubs, bushings, seals and bearings. It has black leather seats. New Holley carb recently installed. The car is in great shape and ready for a new home.

Bill Cashion
 704-500-4843



Triumph TR4—Asking \$20,500

Frame-off restoration several years ago. Brand new tires, carbs rebuilt, new oil gaskets and full maintenance in June 2026. No rust, great paint and redone interior. Drives great. Amazing car with numerous car show trophies. I love the car but my 75-year-old back doesn't.

Craig Vinson

CraigOVinson@gmail.com

251-609-7035



Triumph Herald Parts Car—FREE

I have a Triumph Herald convertible parts car to give away. It has no engine or transmission. The body is poor. It is on the frame with four wheels. A trailer can be backed within eight feet of the parts car. Located in midtown Mobile.

Keith Jarvis

251-422-7979

2013 Jaguar XKR-S

Special edition 550 hp coupe. No issues with vehicle, tires in great shape (new on rear).

Rick Nerger

850-450-1329

rnerger@yahoo.com



Triumph TR6 Axle—\$250

Solid axle with hubs.

Colin Jahnke

cjahnke@runbox.com

801-647-9556



Wire Nut

Michael King, Editor

The High Cost of Upkeep

Working at an auto parts store gives me a good perspective on the economy. Every shift I work, I see at least one customer who admits to struggling with the cost of keeping their car on the road.

This is not political commentary. However, the recent increases in the price of oil have translated into higher costs at the fuel pump, as well as for commodities delivered by truck. For many folks, wages do not seem to be keeping up.

I see the pained expressions on customers' faces when I tell them their car needs a new battery. In far too many cases, because their car is newer, it requires a high-capacity absorbed glass mat (AGM) battery, and I'm quoting them a minimum outlay, with tax, of nearly \$300. Decent wiper blades are \$30—and that's each, not a set. A set of brake pads runs about \$60 most of the time, and even though my store offers free pads with a set of rotors, many customers just do not have the \$250 or more to do the job right.

I've read that Ford CEO Jim Farley estimates the US will need 400,000 new auto service and repair technicians by 2028, and shortages of skilled tradespeople are already leading to average delays of two weeks to get a car serviced in a Ford dealership. Two weeks! What's the average worker who needs their car supposed to do in the meantime?

And, that shortage—along with the high costs of parts—is leading to higher bills at mechanic shops. Skilled techs can now command salaries of \$120,000 a year, or more, so shops have to bill

rates to cover that cost, as well as overhead and consumables. That's why we are seeing hourly rates of \$150, \$200, or more on our repair bills.

As participants in the classic car hobby, we do enjoy some benefits other car owners don't. For example, if our daily driver breaks down, we could, in a pinch, drive our classic car while the Silverado, Camry, or Explorer is getting fixed (i.e., no rental car needed). Or, if our classic breaks down (as if), we can delay repairs until our finances improve.

Also, in many instances, an older classic car might be much cheaper to fix. Less technology, less to go wrong—right? And, we probably won't need some \$3,000 diagnostic system to tell us how to fix it. As for those AGM batteries? Save them for the Kias and VWs of the world. A \$120 battery from the big box store will do just fine.

However, we do face challenges unique to our hobby. Ever hear of "unobtainium," the rarest material in the universe? I know you've never seen any, but it's what they used to make that part that no one has for your MG/Sunbeam/Wolseley—so you can't find it. In the British hobby, we've seen a consolidation of vendors, which has led to increased prices and reduced availability of options.

Another issue I've faced, and which will be more apparent as newer cars (e.g., modern MINIs and Jaguars) become collector classics, is the breakdown of plastics, which are not just used in interiors, but in operating components such as cooling hoses, intake manifolds, and more. With time, heat, and UV exposure, plastics degrade—and replacements are not always available.

I'm at the end of my allotted space, and I realize I've only talked about problems, not solutions. But, I do have some ideas as to how we as a car club might help. I'll save those for next month.

PANHANDLE BRITISH CAR ASSOCIATION

2026 "Brits on the Bay" All British Car Show

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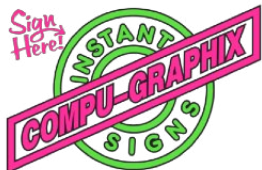
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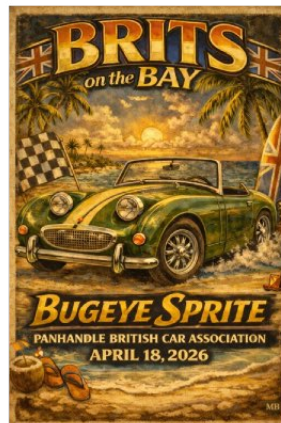
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You want something special for your game room, but you're an Anglophile. Well, act fast, because this auction on Bring a Trailer ends August 4 at 4:00. Built by Jolly Roger Amusement Rides, Ltd., in Lincolnshire, what conjures up Old Blighty better than a fishmonger's wagon?



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