

We
wish
you a
merry
Christmas
and a
happy
New
Austin



smoke in the wires

December '25



By Appointment to

Activities Calendar

December 13, 2025

Beulah Bash Car Show

Escambia Equestrian Center, 9:00 – 3:00, \$25, register [here](#).

December 13, 2025

Lillian Christmas Parade

Assemble at Lillian Community Club, 34148 Widell, by 12:30; parade rolls at 1:00.

December 13, 2025

PBCA Christmas Party

Ace's Hangar, socialize from 5:30 to 6:30, dinner at 6:30, \$20 per person. If you want to participate in the "Dirty Santa," game, please bring a gift with a value of \$20 or less. The party takes the place of the Dec. club meeting.

Please note, no Dec. tech session will be held.

December 2025

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

January 17, 2026

Mugs and Cars

Taylor's Breakfast and Lunch, 7175 N Davis Hwy, Pensacola, FL 32504, 9:00.

January 19, 2026

Monthly Club Meeting

Ace's Hangar Southern Grill & Bar, 3966 Avalon Boulevard, Milton, Florida 32583; eat at 6:00, meet at 7:00.

January 24, 2026

Monthly Tech Session

Manske Garage, 10:30-ish.

January 2026

SU	MO	TUE	WE	TH	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
						MUGS & CARS
18	19	20	21	22	23	24
	CLUB MEETING					TECH SESSN.
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.

On this month's cover, an ad from the Christmas 1961 edition of the *Illustrated London News*.

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	Fred Veenschoten



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

Veteran's Day Parade

story and photos by David Anderson

Panhandle British Car Association entered five cars for the Veterans Day Parade which took place on Pensacola Beach. Members driving in the parade were **Paul Reese, Bill Weeks, Taber Tompkins, Tim Witzigreuter** and **David Anderson**. This year was a beautiful day and cool enough that we didn't worry too much about the cars overheating.



Left to right, Tim Witzigreuter, Taber Tompkins, Bill Weeks, Paul Reese, and David Anderson represented PBCA at the parade.

There were school bands and scout troops participating. Taber said it best :“I've never been so well thanked for my service as I was today.” Flags were handed out by by-standers and it was a great appreciation day for the Veterans. The parade ended at the Pensacola Beach Pavilion where a young vocalist sang the Star-Spangled Banner, followed by speaker Cmdr. Cisneros, who flew off the USS Saratoga in the Gulf of Tonkin. He served in Vietnam and was the first Hispanic Blue Angel pilot. The talk centered around Veterans and their importance. The singing of God Bless America concluded the ceremony.

2026 Club Officers

Consistent with the report of the nominating committee (**Keith Sanders, Taber Tompkins, and Fred Veenschoten**) Panhandle British Car Association elected the following slate of officers for 2026 at its November meeting:

- President: **Tim Witzigreuter**
- Vice President, Activities: **Michael King**
- Vice President: **Joe Stephens**
- Secretary: **Angela Fink**
- Treasurer: **Monica Bachmann**

The past president will be **Paul Reese**, and **Taber Tompkins** will continue as Parliamentarian. Pursuant to the club bylaws, the officers above comprise the Executive Committee, along with any additional members appointed by the president and approved by the Executive Committee (the Parliamentarian is a non-voting member).



*President-Elect **Tim Witzigreuter** with a gentleman who will not be a club officer next year (photo courtesy Tim Witzigreuter).*

Mugs and Cars

Ace's Hangar served as the location for a "Mugs and Cars" event on November 15, with bright sunny skies bringing out a good assortment of British cars and members to enjoy breakfast.



Top, the cars outside; middle, the group at the table; bottom, Jack Cowsill enjoys his breakfast and the rest of Sarah's (photos courtesy Paul Reese and Fred Veenschoten).

Franz and Monica Bachmann Longest Distance Traveled in a TR Award

Monica Bachmann shared with *Ed.* an article recognizing Brarry and Barbara Cox of Kingsport, Tenn. as the 2025 winners of the Franz and Monica Bachmann Longest Distance Traveled in a TR Award. The article correctly noted that "Franz would enjoy this award as Brarry drove his TR3A 1,306 miles round trip," with the author adding that they could "envision Franz commenting, 'Easy trip.'"

When presented the award, Brarry said "It is an honor to be recognized in remembrance pf Franz Bachmann. He was a real behind the scenes Triumph champion! He provided me with much great advice when I was rebuilding the car." The award, shown below, was created by the Triumph Register of America in 2023, not long after Franz's passing.



Spare Parts

From Two (or Three) Wheels to Four

story by Rodney McDonald, SABCC

As we get into the Christmas season when many of us received our first bicycles, let's take a moment to consider the many British automakers that started out building and/or selling bikes. In no particular order, they are:

Rover

Starting business as the Starley & Sutton Company in 1878, partners, John Kemp Starley, James Starley and William



*Replica of a ca. 1890s Rover Tandem
(onlinebicyclemuseum.co.uk)*

Hillman built Ariel bicycles. These were of the "penny farthing" design with a huge front wheel and tiny rear wheel. In 1885, they introduced the Rover Safety Bicycle. Starley & Sutton went into auto production in 1904.

Hillman

William Hillman, formerly of Starley & Sutton, went out to produce his own bicycle called the Kangaroo. The Hillman, Herbert & Cooper Company built their first bikes in 1885. It was a derivative of the penny farthing design, but with a dual chain drive that reduced pedaling effort. Hillman went into auto production in 1907.

Humber

Thomas Humber got his start in the bicycle busi-

ness in 1878 in Nottingham, where his firm produced a penny farthing, and later, a safety bicycle. Humber, along with his partners, sold the business. Humber built their first cars in 1896.

Singer

George Singer began building bicycles in Coventry in 1874, starting with a modified penny farthing design that featured a raked fork for the front wheel. Singer went on to build folding bicycles, three wheeled cycles and safety bicycles. Singer would produce their first automobiles in 1901.

Sunbeam

John Marston began the manufacturing of Sunbeam-branded bicycles in 1897, with



The first Sunbea (uniquecarsandparts.com)

their Golden and Royal models that featured an enclosed, oil bath chain. Marston would produce his first Sunbeam-branded automobile in 1901.

Morris

At first, William Morris was a respected bicycle mechanic, and at the age of 16, he went into production of his own line of bikes in the 1890s in Oxford. After building motorcycles, Morris designed his and built his first car, the Morris Oxford Light Car, in 1910.

BSA

Although starting as a maker of firearms, the Birmingham Small Arms Company ventured into the production of bicycles in 1880. Designs included the Dicycle which seated the rider between two large wheels, and a version of the safety bicycle. The firm produced its first cars in 1907.

(story continues next page)

From Two Wheels to Four, continued

Riley

In 1896, William Riley, Jr purchased the Bonnick Cycle Company and renamed it the Riley Cycle Company. Riley's second-oldest son, Percy, joined the firm in 1896. In 1898, Percy produced the firm's first car, a quadricycle, and later, three wheelers.

Lea-Francis

This firm was founded in Coventry in 1895 by R. H. Lea and G. I. Francis as a builder of bicycles. These



1950 Lea Francis 2.5 Sports Roadster
(stlouiscarmuseum.com)

high end safety bikes featured fully enclosed chain cases and multi-gear operation. After going into motorcycle production in 1911, they built their first cars in 1919 under license from Singer.

Star

Edward Lisle founded the Star Cycle Company in 1883, to produce racing bicycles in Wolverhampton. The firm soon added safety bicycles and tandem bicycles to their product mix. By 1898, Star was producing a copy of a German Benz model. By 1932, the firm was no longer operating.

Triumph

S. Bettman & Company was founded in 1885 as importers of bicycles from Germany. In 1886, the Triumph name was chosen as the brand for their line of bikes and motorcycles. Their first British-built bikes were made in Coventry in 1889. The firm was later renamed Triumph Motor Company. [In 1936, the motorcycle division of Triumph was sold, separating it from the carmaker. The motorcycle brand continues under UK ownership, while the car trademark is owned by BMW-Ed.]

Auction Roundup: Former Bike Makers

A few sales from the companies in Rodney's article

1960 Humber Super Snipe Series III



Sold for \$8,600 on Bring a Trailer (Jan. 2025)

Finished in black over red leather, this car offered an in-line six, power windows, an automatic, and burl trim.

1963 Hillman Minx De-Luxe



Sold for £2,473 (\$3,240) on Mathewsons (Nov. 2025)

Sold by the estate of the owner, this white over red Minx showed "a few age-related marks."

1957 Morris Minor 1000 Traveler



Sold for \$6,200 on Bring a Trailer (Oct. 2025)

Showing a bit of wear, and with brakes that would not reliably stop the car, this green over red Traveler did offer a recently-replaced engine and lots of charm.

1966 Sunbeam Tiger



Sold for \$56,753 on Hemmings (Dec. 1, 2025)

Here's a Cyber Monday deal for you. This red over black authenticated Tiger offered a Ford 302 crate motor, a five-speed tranny, and four-wheel discs, but the original powertrain was included in the sale. Lots of go and show for the dough.

Visiting the British Auto Museums

story and photos by Stan Anderson, SABCC

British automobile museums were one of the interest items on a recent trip to England made by these SABCC members this summer.

Lynn and I arrived in Southampton and rented a car and drove to the Cotswold region, north-west of London, where we stayed at our base in Chipping Campden. Nearby in a town called Burton-on-the-water was a museum called the Cotswold Motoring Museum, holding a private collection of over 40 vehicles including cars, motorcycles, caravans, displays, and memorabilia, mostly from the 20th century.



Auto topiary at the Cotswold Motoring Museum

The British Motoring Museum, located in the town of Gaydon, between Birmingham and Oxford, holds the “world’s largest collection of historic British cars.” This museum is in a couple of two-story buildings. The main center houses several galleries, fine displays, and a “time road” by decades, as well as a restaurant, a movie room, and of course a gift shop.

The other building holds a tight-spaced collection of cars and a full restoration shop with a



Above, a cutaway MGB GT, and below, a true “go anywhere” Land Rover, both at the British Motoring Museum



dozen or so stalls with lifts where technicians work on keeping the collection serviceable. The workshop has a balcony where visitors can watch technicians do their magic to preserve the cars. Gaydon is also the home of the historic

(story continues next page)

British Auto Museums, continued

RAF v-bombers and now the Jaguar-Rover Centre hosting the principal research and development, engineering center, a large test track, and a proving ground. Also nearby is the Aston-Martin Centre.



Above, the MGOC headquarters; below, the MGOC cutaway.



Another day visit was made to the MG Owners' Club located in Swavesey. The MGOC is the "world's largest single-marque car club." Their goal is to make it easier, cheaper, and fun to own an MG. The MGOC has several displays to include an MGB cut in half featuring the original on one side and the other side (bare) showing suspension and brake upgrades available to make the MG more road-friendly for modern road and traffic situations. The MGOC has MG

spares and a workshop, and offers technical advice, a monthly magazine featuring articles, classified ads, events, and online forums.

Other museums were on the radar but visits were not practicable. One of these was the Haynes Motor Museum in Sparksford, Somerset. This museum holds a private collection by the publishers of the Haynes Repair Manuals. The Haynes museum boasts "the UK's largest collection of cars and motorcycles" – over 300 cars from around the world and the facility houses fifteen exhibitions.

Some other museums include the Coventry Transport Museum, the Jaguar-Daimler Heritage Trust, and for motorcycle enthusiasts the Triumph Factory Visitor Experience. A future visit to England will hopefully include a trip to the National Motor Museum in Beaulieu which holds 270 vehicles.

The history of the British automotive industry is very interesting and these museums point this out in extraordinary ways.



Lynn Anderson next to a lovely red Wolseley.

[Stan wrote this from his presentation at the November SABCC meeting.-Ed.]

Wiring Diagrams

Tech, Tools, and Tips

Fire Protection in Automobiles

story by Mac McNamara, SABCC

Let me preface this article with a bit of information to consider. You should have an ABC dry-powder automobile-rated extinguisher in each car you drive. The best extinguisher to have will be at least 2.5 pounds, securely mounted in the cab of the vehicle in an easy-to-get-to location, and will be refillable. You must check it monthly to ensure its gauge indicator is in “the green” section and strictly follow factory-recommended internal maintenance and recharging schedules.

Why the information?

I have been in a car that caught fire. I was stuck on the interstate in traffic when a car near me caught fire. At a recent car gathering, a car near me caught fire upon starting. Yes, there is morbid humor in that maybe, just maybe, you don't want me around a car. Except in each instance, I was able to obtain a fire extinguisher and put the fire out.

The first incident was at a gas station. The car backfired and I was able to see, in the gap between hood and body, that a fire had started at the carburetor. The gas station fire extinguisher was utilized (despite the attendant vehemently decrying I could not use it).

The second one happened in a car behind me. The bus we were next to had an extinguisher I used to put out the fire.

The third happened most recently at the Cars and Coffee. I was in a new-to-me car and had not put an extinguisher in it, but its younger sibling (another London Taxi) had just shown me

the location for the fire extinguisher. When I saw the fire in another vehicle, I ran to the taxi and was given the extinguisher without hesitation. There were other participants that brought much smaller extinguishers, but none were used as the 2.5 lb. extinguishers was able to get the fire out. The smaller ones others had would not have had enough powder to extinguish the fire and one of the containers did not discharge at all (it fell apart in the users' hands, as I recall).

If you have an extinguisher, review its manufacture date and adhere to factory-recommended policies for care, maintenance and, if necessary, disposal. Not only I will be adding a fire extinguisher in my daily drivers and my classics, but, as a safety precaution, I will also be adding a fire blanket. This would have been handy in the latest event to prevent body injury when opening the hot hood of the car.



[I've also had one of my cars catch fire – a Jaguar XJ-S V12 on which of the two coils failed, sending unburned gas through one of the catalytic converters. When I pulled over, the hot “cat” caught the grass under the car on fire. I was very thankful I had an extinguisher.-Ed.]

Classifieds

1974 Jensen Healey



Two cars that I turned into one with spare parts. Structural metal work, including new floor pans, completed by BMC Restorations in Kiln, MS. Includes hard top, Dellorto manifold, new aftermarket seats, and installed, complete AC system. Needs light bodywork and paint; ran when restoration began but not operated in over ten years. \$5,000 invested, asking best offer.

Cortland Musgrave

504-559-4960

heytony9999@hotmail.com

1962 Bentley S2 Rolls-Royce Engine

[The 1962 Bentley used a V8 engine with a displacement of 6231cc (380ci), developing 185 hp and 339 lb.-ft. of torque-Ed.]

Bill Everett

251-510-8999

1961 Triumph TR4



This TR4 underwent a comprehensive restoration and modernization by the late **David Roloson**, a dedicated club member. The frame-off restoration was completed over four years, from 2011 to 2015. Below are the details:

- Rebuilt 2,138cc inline-four (from 1965 TR4A)
- 4 Speed (from 1965 TR4A)
- Front disk brakes (Toyota 4-piston calipers on TR6 Brackets)
- 10 1/2 Inch drilled and slotted brake rotors
- Stainless steel brake lines
- All suspension pieces are new
- All glass is new
- Lights are LED or Halogen
- Battery relocated to trunk with cutoff switch
- Custom paint is 1993 Porsche mint green and Boulevard Black base/clear coat – 3 coats color & 3 coats clear
- Custom interior by River Rags Coden, AL



The TR4 is now available for purchase at \$16,000.

Miller Roloson

(615)-332-1787

1951 Jaguar XK 120 FHC

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. The car is in great shape and ready for a new home. Asking **\$100,000**; highly negotiable!

Bill Cashion

704-500-4843



Car Hauler Trailer

16 foot Dual Axle Steel Trailer with Electric Winch. Measures 74 inches wide (inside measurement). Includes 4 tire hold down straps. Electric Mile Marker 8000 lb. winch and battery are included. Also includes one spare tire. \$2600 or best offer.

Monica Bachmann

(850) 217-1765 (call or text)



1959 MGA

For sale in Daphne, Ala. "as is" for \$15,500 (FIRM). Needs transmission; perfect candidate for a 5-speed conversion. Current MGA transmission with MGB overdrive does not shift. Car was owned by **Mike Darby**, who owned and operated a British car restoration shop for many years. It has a rebuilt motor with aluminum head – 1800cc MGB motor (18GA-3 bearing). NO miles on the engine since rebuild. Other features include alternator conversion, Wasp high-torque starter, and aluminum head. Newer, radial tires, Classic All Season 165-80R15 (date code: 38-19) fitted to powder-coated spoke wheels. All chrome is good, car has no rust, and paint finish is very good showing no imperfections. Good cooling, brakes, and suspension. Clutch is new as is throw out bearing, etc. Nice interior, all instruments work, soft top in good condition as is tonneau cover (both beige/tan to match interior).

Noel Eagleson

251-421-3896

noeleagleson@gmail.com



1979 MGB Limited Edition

Car has been stripped and painted, new luggage rack fitted, new windshield seals installed, and exterior chrome polished, replaced, or replated. Complete new interior installed. Engine stripped to bare block, cleaned, bored.0.060 over with reground cam, new lifters, pistons, bearings, seals and gaskets. Head fully serviced. SU HS4 carbs, rebuilt gearbox with LH overdrive. New wheel bearings, king pins, and bushings, Tube shock conversion in front. Brakes overhauled. New battery in Oct. 2024. LED bulbs fitted. Only issues are non-functioning fuel gauge and minor fender damage from a tire blowout. Car has been driven 5,000 miles since rebuild; starts easily and drives beautifully. \$9,500 obo.

Lawrie Alexander

530-798-1933



1979 MG Midget Parts

For sale is an assortment of parts for a 1979 MG Midget:

- Top Bows: \$90
- Top Tonneau Cover: \$40
- Glove Box Door: \$15
- Radio with Console: \$30
- Pair of Tail Light Assemblies: \$30
- Intake with Stromberg Carb: \$40

I am willing to consider offers for any of these.

Steve Albrecht

251-533-7917

stevealbrecht451@gmail.com

Fiberglass "Bugeye" Bonnet

I have for sale a fiberglass replica of an Austin-Healey "Bugeye" Sprite bonnet from the collection of the late Bob Lembcke, a noted vintage racer and technician. This bonnet is suitable for installation on a car or as wall art. \$400.

Keith Sanders

850-529-7601

britcarguy202@gmail.com



Wire Nut

Michael King, Editor, "Smoke in the Wires"

Christmas List

Amy Grant, a singer who's had success in both popular and Christian music, released a song in 1992 written by David Foster (music) and Linda Thompson-Jenner (lyrics) called "Grown-Up Christmas List." It's since been covered by many other artists. The premise of the song is that with the passage of time, childhood desires for packages and bows have been superseded by more noble wishes, such the end of wars, friendship for all, and everlasting love.

This is all well and good, and reflects desires for which we all should hope. But, if I might be more banal, the British car hobbyist might have a few more wishes on his or her list, to wit:

Smoke that stays in the wires. Admittedly, some of the horror stories about British car wiring are slightly hyperbolic, but behind them lies an unrelenting truth: Old wiring can be fickle. Rust can interfere with grounds. Incandescent bulbs really are dim. May the ghosts of Joseph Lucas past, present and future not haunt you this year!

Manageable oil leaks. Far be it from me to wish for the end of all oil leaks, which likely is impossible for almost any car built before about 1980. But for goodness' sake, do we have to have our garage floors or driveways constantly showered with petroleum products? Here's to gaskets and seals that actually work!

Lazier tin worms. I get it. Our climate is humid and we get a lot of rain, and some of us live near the beach. All these factors do not mix well with old mild steel. (At least we don't have salt on our roads.). But rust is the major enemy of the old car owner. May its progression be slower.

Sedentary tools. We all know about the March of the Half-Inch Sockets (or 10mm, if your car is newer). Just when we need it, that indispensable wrench has once again walked off. Here's hoping all the tools in your toolbox stay right where they're supposed to be.

Great service from the parts houses. One of the larger vendors of aftermarket spares has been catching a lot of ire on the forums for poor service, low quality, and expensive, slow shipping, but they are not the only parts-monger with issues. To be fair, some of these problems are caused by other factors (e.g., tariffs), but I'm pining for a 2026 where we can get what we need, when we need it, with fewer hassles.

No conflagrations. Please reference Mac McNamara's excellent article on p. 11. Fire extinguishers are essential. Even if you never have to use one.

Expert advice. Anyone ever make a dumb mistake? Anyone ever make a dumb mistake because of bad counsel? Please let all of us be blessed with persons wiser than ourselves who can help us fix, restore, or maintain our cars the right way!

Time and resources. Jim Croce said "there never seems to enough time to do the things you want to do once you find them." I might add in our hobby that I wish I could save both time **and** money in a bottle.

The support of a great car club. A group of like-minded individuals who share your weakness for old British motors would be fabulous. What if that group organized activities, including a car show, and offered knowledgeable folks to help you? What if you could form lasting friendships with people in such a group? *Well, this last wish, has, in fact, come true!* So, as we wrap up 2025, be thankful for your British car club, and look forward to making it even better. in 2026.

Merry Christmas!

PANHANDLE BRITISH CAR ASSOCIATION

2025 "Brits on the Bay" All British Car Show

PLEASE PATRONIZE OUR SPONSORS

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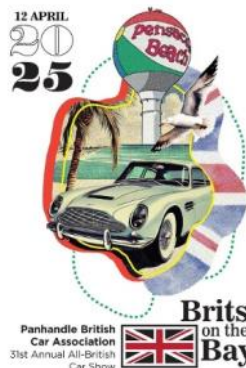
Security Engineering

The Paint Mart

Tim and Cindy Witzigreuter

Victor's Gym/Max Fit Nutrition

Willow Studios



Just one more thing, please . . .



Borrowed from the Facebook page of the Idaho British Car Club.

