



smoke in the wires

June '26

From the President

Tim Witzigreuter

Hello All,

Another month has passed and it went by quickly. May was certainly a damp month with what seemed like a month of daily rain, and sad with the loss of **Noel Eagleson**. I had many conversations with Noel in the three years I had the opportunity to know him. He had the calming effect of a saint, the knowledge of LBC's and life in general. I treasure those conversations and he will be deeply missed by me and those of PBCA and SABCC.

The next three months, June, July and August, are months where limited activities occur. Tech days will continue during these times. There is talk and plans to try and have some activities like drives, luncheons, etc. during the slow months.

The Club has gained several new members over the past few months. Attendance at the monthly meeting has also increased. This is a good thing and I hope membership and attendance continues to grow. I think we need to get the public more aware of PBCA. I have met owners of British vehicles that don't know PBCA exists. When I bought my B I didn't know about PBCA. I entered the Hadji Car Show and, by accident, met several people from PBCA. When I filled out my registration that morning the guy at registration said, "Nice car and the British cars are down there." I parked and was immediately greeted by **Michael Japp** and he told me about PBCA. Soon after three more members of PBCA introduced themselves and also invited me to the next club meeting. I attended that meeting and the rest is history. Since then I have attend-

ed several general car shows and have met folks with or that have had British vehicles. This is one way to get the public aware of our club. I have been asked by some if they have to have a British car to join, and I tell them no, that is not a need or requirement to be a member. It is scary that nowadays some people have no idea what an MG is when they see my car at a show. I'm sure this would be the same for some of the other marques as well. We need to make sure the interest, love and knowledge of the "LBC" continues or it may dwindle by attrition, which seems to already be occurring. Let's spread the word!

In closing, as always, thank you all for your support, ideas, involvement, concerns and trust you show and share.

Tim Witzigreuter, Sr.

President

Panhandle British Car Association



On the cover: Tim Witzigreuter tends the meat on the grill at the May 9 PBCA picnic, while Bob Manske stand ready with a bottle of water to quell flare-ups, and Laurie Alexander offers advice (photo by Gail Sanders).

Activities Calendar

June 15, 2026

Monthly Club Meeting

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

June 19 and 20, 2026

Tech Session

Bob's Garage, 6129 Dutch Way, Milton, Fla.,
32570, 10:30 or so.

July 19, 2026

Tri-Club Pig Roast

Tom Schmitz Home, 9609 Soldier's Creek Dr.,
Lillian, 36549. Arrive at noon; the "guest of
honor" will be served around 1:30. Please bring
your own drinks and an appetizer, side item, or
dessert to share.

July 20, 2026

Monthly Club Meeting

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

July 25, 2026

Tech Session

Bob's Garage, 6129 Dutch Way, Milton, Fla.,
32570, 10:30 or so.

June 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	18	19	20
21	22	23	24	25	26	27
28	29	30				

**CLUB
MEETING**

**TECH
SESSION**

July 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	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

**PIG
ROAST**

**CLUB
MEETING**

**TECH
SESSION**

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
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VP / Membership Chair	Joe Stephens
Secretary	Angela Fink
Treasurer	Monica Bachmann
Show Chair	Fred Veenschoten
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Member at Large	Paul Salm
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Technical Director	George Bruno
Newsletter Editor	Michael King



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









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





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.



Technical Help

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



Dash Plaque

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



Window Sticker

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



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



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.



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

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

Club Picnic

Two days before the club picnic, the PBCA executive committee was worried. Several of us had been watching the weather all week, and we knew all about the forecast for thunderstorms. But, we also saw the chances for heavy rain had dropped a bit, and we also knew the Governor's Pavilion at Big Lagoon State Park was big enough to keep us dry. So, we voted to proceed.

The morning of May 9 started out a bit gloomy and wet, but clearing skies proved we'd made the right call, and nearly 40 club members showed up for burgers, dogs, and sausages grilled by master chefs **Bob Manske**, **Rich Willows**, and **Tim Witzigreuter**. Club members brought plenty of sides and desserts, and the cool breezes made for a very enjoyable day. Perhaps the only mishap was that Tim learned the hard way that if you can't stand the heat, don't get too close to the grill (his red tummy is now fully healed)!



Above, **Laurie and Jane Alexander** chat with **Joe Ianiello**; top right, **Bob Manske** and **Rich Willows** tend the flames; center right, **Toni Veenschoten** and **Angela Fink** enjoy some appetizers; bottom right, **Tom Schmitz** sports a British car shirt (all photos by **Gail Sanders**).

Spare Parts

Everyone Loves an Oddball:

Episode 6: What is Rare?

story and photos by Peter Lee

As with most of my writing, this starts with a rant. One reason that I am not a fan of the American automobile is the rarity question. Let's take a prime example, not a car that I particularly hate but one that illustrates my point: the revered second-generation Judge GTO. Average current market price for that generation GTO is \$124,142 with the highest recorded price being a 1969 Ram Air IV Orbit Orange Convertible at \$1.1 million. To explain that huge number, only five were built in that configuration in that year. And with GTOs it's not necessarily about the engine but it's actually the convertible option that makes that car especially rare. But that is five of a series of cars that was actually built in large numbers due to their popularity. In 1969



Pontiac GTO

Pontiac sold 6,725 GTO hardtops and 108 GTO convertibles. Of those 108, only five had the manual transmission with the biggest engine available.

So where am I going with this? I have issue with

all the qualifiers. If you are reading this, you are probably familiar with the Jaguar XKSS. If you are not, we need to discuss your priorities in life. They made 16. No qualifiers, no packages, no colors. Yes, they are worth millions of dollars but there is a fundamental difference between that and other rare cars. Some people refer to those as Ultra-Rare.

What about ownership? Steve McQueen, the XKSS owner, drove a 1968 Ford Mustang GT in one movie. Not a particularly rare car probably worth between \$40k and \$100k depending on options. But 1 of 1 when it adds the famous name. The Bullitt movie Mustang sold for \$3.74 million in 2020 making it the most expensive American muscle car ever sold up to that point. It was originally sold after the movie finished



Bullitt Mustang

shooting for \$3,500. And it was also one of two used in the movie but one was smashed on film and eventually scrapped. I might need to start looking through the scrap yards for some Mustang VIN plates, though.

Another "rare" beef I have is the marketing shenanigans that companies use. And here comes a Honda reference. The Type R Acura Integra. JDM gurus love this car and its "rarity" along with the performance. The Type R in the second generation was produced from 1997 to 2001. When they came out Acura stated they would make less than 5,000 in the limited run. The commonly quoted amount of these cars actually

(story continues next page)

What is Rare?, continued



Integra Type R

produced was 3,850 to 3,900 units total for the U.S. market. Did you catch that last bit? That's what came to the U.S. There is the trick. In the home Japanese market they sold them as Hondas, as the Acura brand was solely created for the U.S. market, and Honda sold 25,000 to 28,000 of them. Only 500 made it to the UK. So rare also has to do with location.

A British example of this location influence is the 1993-1995 MG RV8. Billed as a limited edition, total production was only 1,982 units. Well would you believe me that it's easier to buy one and bring it over from Japan than the UK? 1,583 cars went to the Japanese market due to a huge amount of orders placed when the car debuted.



MG RV8

Only 307 stayed in the UK and the remaining 92 cars went to mainland Europe. So many of these cars in Japan are now being reimported to Eng-

land that the running joke is that there are more Japanese-spec models on the road in the UK than ones originally sold there. To give you an idea of value, one in Oregon sold in March on Bring a Trailer for \$42k. The UK price is around 15,000 pounds. I will admit I like the Japanese market ones as they talk in Japanese when you start them.

So, we have seen here that rarity is not just numbers. It's options, location, ownership or use pedigree. A Le Mans-winning racer is worth more than the development car any day. Now you are thinking, what are some other high dollar British examples of true rarity you might not be familiar with?

Start with an easy one: the McLaren F1 from the 90's. Jay Leno has one. They go for about \$20 to \$25 million currently, but a lot of people don't realize that they actually produced 106 of them.



Top, Jay with his F1; bottom; LM spec model

That's not really obscure enough for my taste. Unless Jay is reading, then please come pick me up for a test ride. But do you know they made a factory racing LM spec model for racing and

(story continues next page)

What is Rare?, continued

they only made six? The last one sold at auction hit \$50 million.

What about the 1960-1962 Aston Martin DB4 GT Zagato? DB4 – great. Add the GT – even better.



Aston Martin DB4 GT Zagato

Slap on Zagato and now you are talking; 19 were made and you can have one for around \$10 to \$12 million a pop. Just to compare, they produced 1,204 regular DB4s, and of that 75 were GTs. But in the '60s, if you wanted to stand out from the crowd, you went to Zagato and had a custom body built.

Still not obscure enough . . . how about some good ones that may be a little more affordable? I give you first the Deep Sanderson 301 Le Mans



Deep Sanderson 301 Le Mans Coupe

Coupe. They can't even agree how many were made; it's between 17 and 29. The current value is \$44,000 to \$63,000. Race history greatly affects price. The picture included [above] is one of the

Le Mans-raced ones that also ran at the Goodwood Festival of Speed. Basically, it's the result of a racer that made his own car to his liking. It was also rear-engined so you should look up some other pics of it to see the details. One story was in 1964 all the cars had to retire from the Le Mans race. They had been improving their speed with gradually larger engines over the years and were starting to reach much higher speeds on the Mulsanne Straight. But the rear engine cover on one opened at 150 mph, scaring the driver so much that he drove off the course. Turns out it was a design flaw that had to be resolved before the cars were allowed to enter the race and compete at those speeds.

Is next one a Noble M400? Nope. Too common. They made 75 of those. This image below is the Spectre R42 from the early '90s where they were



Spectre R42

trying to build a supercar version of the GT40 to both race and sell to the public. It was developed by GT Development in Dorset and available new for £70,000. But the funny thing is that the original company failed after making two very costly prototypes. It was then bought by American company Spectre Motors Inc., who then failed after selling 23 cars and never getting to go racing with them. A bargain at the current price range of \$40,000 to \$45,000, only 10 were sold in England with the bulk of them being sold in Switzerland, of all places.

So now I'll finish you off with one you never heard of: the Jensen P66 prototype. You see Interceptors and Jensen Healeys all the time,

(story continues next page)

What is Rare?, continued

right? The rare Jensen Healey is the GT shooting brake, with 509 made. Seventy percent of all production came to the US so we get to see them here quite often. But did you know Jensen made two prototype cars with the goal of replacing the Austin Healey 3000. using the Interceptor name? A hard top and a convertible were commissioned and built in 1965 with big honking



Interceptor prototype

American V8s. The company management liked the styling and idea but at the time the Jensen brothers were not really controlling the company anymore, as it had been purchased in 1959 by Norcross Limited. They resigned in 1966 from the company, effectively killing any driving force behind the car, and it was eventually redesigned by the Italian design firm Touring of Milan into the Interceptor we know today. The convertible was scrapped but the hardtop prototype was sold. It is currently valued around \$250,000 and has been known to pop up at occasional British car shows in the U.K.

So what's my point with all this? I dislike (hate) the word rare. That might be a one of one baseball card you have, but it's a player no one has heard of, it's worth is nothing. It's about desire to own and that sets the value. I have always loved E-Types. But the "rare" ones are the outside bonnet latch, lightweight racing, and flat floor ones, all commanding stellar price tags. Of

course, even a regular Series One commands a stiff price, usually between \$100,000 and \$250,000, depending on condition. But they made 38,000 of the Series One XKE, so it's not remotely "rare." The value is because they are universally desired.

So next time you're at Crusin' the Coast and the guy says his Boss 429 Mustang is rare, point out that they made 1,359 of them, versus the six Strathcarron SC-5a's that were produced. And add that if you had his Mustang, you would sell it, because it's not rare, and use the money to buy all six SC-5a's in existence. That would be better deal and a significant performance improvement. Then just sit back and watch his head explode.



Two views of the Strathcarron SC-5A; the 1,213-lb. car was powered by a 125-hp Triumph Trophy 1200cc motorcycle engine and could accelerate from zero to 60 in 5.6 seconds. Road tests of the Boss 429 when new resulted in times between six and seven seconds.

Edsel Ford's MG

story by *Rodney McDonald*

In the 1930s most cars bought by Americans were built in America. Most imported cars were expensive, high-end models for the elite who needed the ego boost a rare marque might bring. The average American sought transportation that didn't require feeding or mucking out its stall.

That average American's needs were met most often by products built by the Ford Motor Company, with sober designs that reliably got people from point A to point wherever at a low cost. Meanwhile in Britain, automakers offered a wide range of choices to buyers there. Choices included small, light cars for the average family to ultra-lux vehicles intended to be driven by "the help" while the owner lounged in the back.

As we know, British automakers met the needs of those who wanted something more "sporting," with looks similar to what was seen on race tracks at the time. MG was one car company that met that need.

Ford Motor Company founder Henry Ford was convinced that he knew what American drivers needed and he provided that (and not much more) in his early Model T cars. If left to his own devices, Ol' Henry would have built the Model T pretty much forever. His son, Edsel, had other ideas and worked hard to convince him that the market and buyer's tastes had changed.

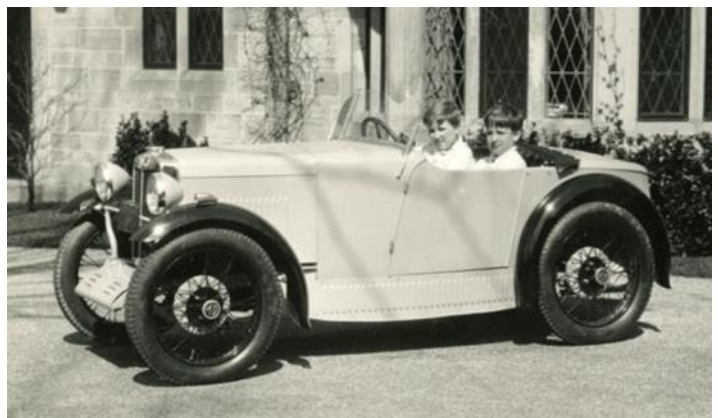
Edsel Ford was the driving force in the creation of the Ford Model A, the introduction of the Lincoln Zephyr and Continental models and the founding of the Mercury auto marque. As Ford's President, Edsel Ford built upon the company's presence in overseas markets, especially in Europe. It was on one of his trips to England that he became aware of the sporty offerings of a carmaker called MG.

In 1930, Edsel directed the London office of the

Ford Motor Company to purchase an MG M-Type for export to the US. Upon payment of £175.00 the car was delivered to the London offices of Ford on February 18 and was ultimately shipped to Edsel's home at Gaukler Pointe, Michigan.

The 1930 version of the M-Type was powered by an 847cc overhead cam four-cylinder engine cranking out 27 horsepower, with power sent to the rear wheels through a four speed unsynchronized gearbox. The M-Type shared its chassis with the Morris Minor of the time, but with lowered suspension. Brakes were rod and cable operated on all four wheels.

Edsel's M-Type had a fabric-covered, ash-framed body painted yellow, and carried serial number 2 M-812. At some point the factory SU carburetor was replaced by a Schriber Marvel unit. Perhaps Edsel was looking for more "umph" in his MG, as most of us are wont to do.



Henry Ford II behind the wheel of his father's MG M-Type with brother Benson beside him (Prewarminor.com photo)

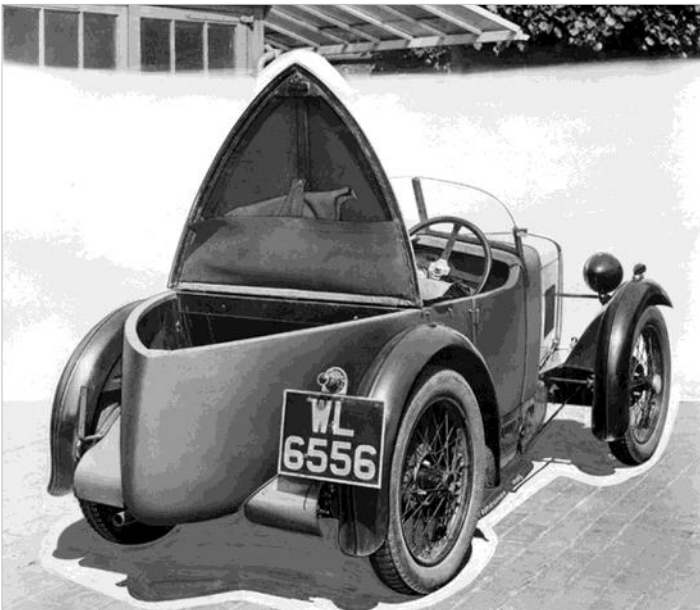
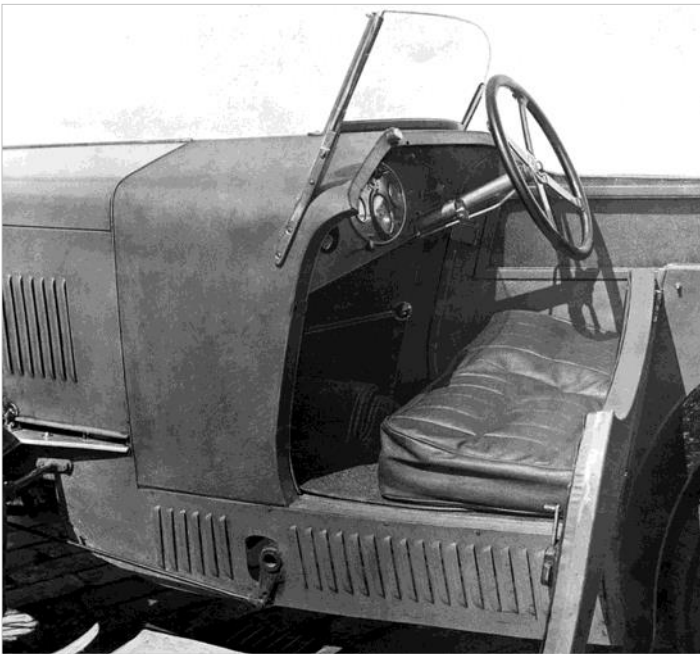
The MG was used as a local runabout and on Edsel Ford's sprawling estate. The sports car was retired in 1933 after racking up a little more than 27,000 miles on the clock. Today, it resides in the Henry Ford Museum in Dearborn, Michigan.

This MG M-Type is widely regarded as the first MG to arrive in America. It gained so much attention at the time that three more M-Types

(story continues next page)

Edsel Ford's MG, continued

were imported by Neumann & Sons, a Pierce-Arrow dealer, for Detroit locals who wanted in on the Octagon motoring scene.



Above, M-Type interior; below, M-Type boattail rear
(Prewarminor.com photo)

Ironically, the last new MG exported to America also resided in the Henry Ford Museum, after it was presented to Henry Ford II by Graham Whitehead of the US Jaguar-Rover-Triumph group. This black MGB LE was displayed alongside his father Edsel's MG M-Type for several years until the MGB was sold off.

Auction Roundup: Edsel's MGs

Auction results for the MG models owned by Edsel Ford.

1929 MG M-Type Midget



Sold for \$37,777 on Bring a Trailer (Nov. 2026)

Believed to be the first new MG sold in the U.S. through a dealer, this car was refurbished in the 1990s. It has been shown at Amelia Island and at The Quail.

1930 MG M-Type Midget Special



Sold for £7,875 (\$10,289) by H&H (Oct. 2024)

This car was fitted with a new frame and MG PB brakes, wheels, and suspension components, giving it a wider stance than original. The metalwork was brush-painted.

1980 MGB Limited Edition (with 590 miles)



Sold for \$14,500 on Bring a Trailer (Dec. 2025)

Yes, 590 miles. This MGB LE spent many years in storage, and presents as new, but a prior owner still had to spend \$10k in 2018 to refurbish it. Well bought,

1980 MGB Limited Edition



Sold for \$9,500 on Hemmings (May 2026)

Described by the seller as a well-sorted driver, this MGB LE had no rust or mechanical issues. With 94,600 miles, the car benefitted from several recent updates.

Wiring Diagrams

Tech, Tools, and Tips

Working on Jim's TD

Sometimes your car needs more help than can be provided at our tech sessions at **Bob Manske's** garage, and that was the case with PBCA member **Jim Taylor's** 1953 MG TD. Seems Jim had rebuilt the carburetors, but the car was still not running. So, a group of PBCA experts decided to schedule an informal tech session at Jim's home in east Milton.

I'll let Jim take the story from here:

*Michael, thank you for your help promoting the tech session at my home Saturday. The meeting went great. **Paul [Reese]**, **Tom [Matsoukas]**, **Lawrie [Alexander]**, and **Bob [Manske]** were a huge help. Lawrie tuned my carbs and made corrections to my incorrect adjustments. We had it running quite well but I tore a seal in the front carb when I rebuilt it and caused a leak. I have seals on order and Lawrie will return to the job when those are available.*

Bob, Tom, and Paul did a compression check and found good numbers. They checked the ignition timing and gapped the points, also found a weak connection to the coil.

I texted Tom, Paul and Lawrie my thanks for all their efforts but I don't have Bob's number to thank him. If you are in contact with him before the next tech session, please extend my gratitude. [I shared Bob's contact information with Jim-Ed.] PBCA has a terrific membership. I am very grateful. Jim Taylor

Since no one remembered to take photos at the session I asked Jim for pictures of his car. He said he was "unable to show fuel dripping profusely from the front carburetor [but] I'm sure we (sorry, Lawrie) found the problem."



Jim admits he has a lot of work ahead to put his TD together, but first wants to see if it runs and drives (photos by Jim Taylor).

Wire Nut

Michael King, Editor, "Smoke in the Wires"

Extra Miler

I recently was recognized as an "Extra Miler" at AutoZone, an award for associates who go above and beyond to help a customer. To summarize, my co-worker and I stayed late to plug a tire for a young lady who was distraught and clearly lacking in resources (she came in asking if we could unclog a old, partially-used can of tire sealant).

The term "extra-miler" references Jesus' admonition to go the second mile if forced to go one (Matthew 5:41). Roman soldiers could legally compel civilians to carry their packs one mile; Jesus likely astonished his hearers by telling them to do twice what the law required.

I joined SABCC in February 2009. Arriving late to the meeting because I didn't know the difference between Lake Forest Country Club and Lake Forest Yacht Club, I remember distinctly being "confronted" by the man running the meeting, who had an Irish accent, asking who I was and why I was there. He seemed a bit brusque, and I was a bit intimidated, but I explained I had just bought an MG Midget, had taken it to **Pierre Fontana** to get it drivable, and Pierre urged me to join the club.

Quickly, I learned my first impression of **Noel Eagleson** had been entirely off-base. He (and the other members) made me feel most welcomed. From that point, I realized Noel was the very epitome of an extra-miler, always willing to go well above and beyond.

I remember a Cars and Coffee not long after I joined, when he showed unfeigned interest in my humble Midget. I remember him offering invaluable advice and assistance when I was working on my white MGB. I remember him,



From left, Ben Cummings, Noel Eagleson, Tom Renick, and Ed. pause to celebrate the liberation of Ed.'s "Silver Bullet" MGB.

Tom Renick, and me going to pick up a red MG Midget project car I bought in Opelika. Noel was the person who got the hood open on my XJR, after I bought it with a broken release cable. And, he helped me evaluate, buy, and tow the "Silver Bullet" MGB to the Garagemahal.

We've lost Noel way too soon. I recall well a fellow contacting me when I was club president to ask for help selling an MG TF from his parents' estate. Noel was so excited when he saw and bought the car, and he tremendously enjoyed the restoration process. I grieve that he never got to drive it, or the 1966 MGB he long planned to restore, or the black "barn find" 1964 MGB that he bought about three years ago.

I'm especially sad because I've lost such a good friend, and our car community has lost such a good man. He was **Donna's** strength and stay after **Richard** passed, and no one was happier than I when their friendship blossomed. He was a voice of wise counsel to me when I was SABCC president, and I know he did the same for Tom Renick and **Ben Cummings**. As I stated in my **Ed.** comment at the end of an article he wrote a few months ago about his life and cars, I'd have to live a lot more years and travel thousands more miles to find a better friend, and a better man, than **Alfred Noel Eagleson, MBE**.

Classifieds

Needed – Parts

1. If anyone has a damaged Bugeye Sprite rear end where the right side of the rear trunk deck is good, I only need from the T molding at the top of the wing inboard about 6-8 inches. I need about the last 18 inches of rear end in that area.
2. I am also looking for the drainage channel from around the trunk lid of a damaged MG Midget, MG, or other small junked sports car. I just need the channel/gutter that the trunk lid sits on.

“Bugeye Bob” Willsie

bobw111@hotmail.com

Midget/Sprite Hardtop

Original BMC hard top, Fits early model Sprite/Midgets. White, original glass.

Lyman Dykes

lymandykes@gmail.com



Magnetic Parts Tray

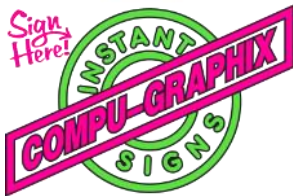
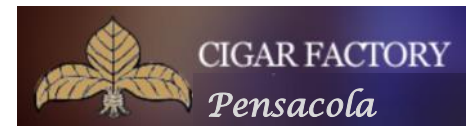
PBCA member **Matt Wilken** is making these personalized magnetic parts trays for \$30. Please visit his [Etsy site](#) to learn more, see his other work, and order one for yourself. *[Matt did not ask me to run this, but he's a great guy and does a lot to help our club.-Ed.]*

PANHANDLE BRITISH CAR ASSOCIATION
2026 "Brits on the Bay" All British Car Show
PLEASE PATRONIZE OUR SPONSORS

Benefactors



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Class Sponsors

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(2 classes)

Root's Rod Shop (2 classes)

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Air Tool Company, Inc.

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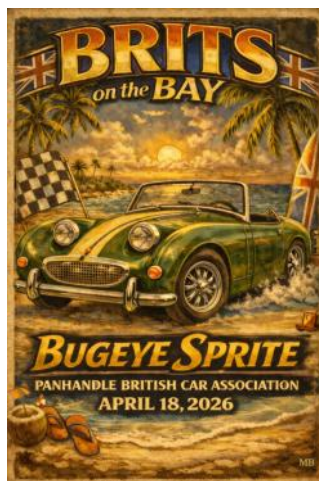
Bob and Connie Davis

Bugeye Bob

Days Inn Downtown Pensacola

Douglas Kirkley

Eddie & Terry Toenes



Fred Veenschoten

Greg and Tara Woodfin

In Memory of Franz Bachmann

In Memory of Joe Fears

Marc A. Blackburn Family Dentistry

Penton's Auto Trim & Truck

Accessories

Prof. Emma G. Plum

Runway Imports

Security Engineering, Inc

The Paint Mart

Just one more thing, please . . .



How embarrassing must this be, when you arrive at Terminal B at New Orleans' Louis Armstrong Airport in your Rolls-Royce to fetch an important personage, only to have your car leave on a flatbed? Of course, R-R owners like to say their cars do not break down, they "fail to proceed." Ed. thanks SABCC's Peter Lee for sharing this.

