smoke in the wires
May '24

From the President

Paul Reese

Hi All! Great car show! And it was due to many folks and we will acknowledge them all at the 20 May meeting. In the meantime I believe many of you would like to know how we did financially. And so, I'm turning the rest of the column over to our esteemed treasurer, **Karen Ianniello**—right after I give you some of her background.

Karen was born in Mobile, Ala. Her family moved to Milton a few years later. Her father was a mechanical engineer with Air Products in Milton, Fla. Karen's mother was a CPA who worked for the State of Florida. Karen grew up in Milton among her relatives whose local heritage goes back to the early 1800s.

Karen became an operating room nurse. While in nursing school, she met her husband **Joe**. He was in Navy flight school. Joe insists that the movie "Officer and a Gentleman" was based on their love story.

***Karen** and **Joe** in their MGB (photo courtesy **Karen Ianniello**)*

Joe had a career in the military and in law enforcement. They lived in many locations together. Their last tour was in San Diego, Calif. Upon retirement they moved back to Milton. Karen and Joe raised three children.

Over to Karen:

We had an outstanding car show. We have many talented and giving people. Because of our club members we made a profit of approximately $3,200. The profit total includes the show deposit refunds we plan to receive. I will have the exact total once miscellaneous show items have been paid.

The involvement of all club members really pays off. Here is a list of all the categories and money we received:

- *Registration:* $2,810.00
- *Sponsors:* $3,970.00
- *T-Shirts (net of cost):* $431.00
- *Drink Donations:* $134.00
- *Friday Night Silent Auction:* $341.00
- *50/50:* $205.00
- *Basket Opportunity* $641.00

Lastly, I would like to mention Joe and I enjoy our club members' company immensely! We are honored to associate with all of you!

Thank you very much Karen, for collecting, reimbursing, and tracking the club's funds.

Paul Reese

pbca1president@gmail.com

On the cover: *MGs at the 2024 Brits on the Bay show (photo by Robb Ogletree, SABCC)*

PBCA Club Officers

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Vice President	**Paul Salm**
VP/Activities	**Bob Manske**
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Membership in PBCA is open to anyone with an interest in classic or modern British cars, and dues are only $20 per year. To join, visit www.pbca1.com.

Welcome New Members

March

- **Jonathan & Heather Griffin**—2003 Mini Cooper S
- **James & Marci Hill**—1971 MGB-GT

April

- **Christian & Helen Becker**—1977 MG Midget
- **Brent & Abigail Lorraine**—1979 MGB Limited Edition
- **Tom & Bonnie Bayer**—1979 MG Midget
- **Tom McPherson**—1960 Austin-Healey 100-6, 1967 Austin-Healey 3000 Mk III, 2015 Jaguar F-Type R
- **Steve Bowden**—1962 MG 1600 Mk II Deluxe

May

- **Will & Freda Jahnke**—2004 Jaguar XK8 Convertible

Congratulations, Bill!

Bob Manske sent ***Ed.*** several photos of **Henry Pearson's** MG TF 1500 so that a classified ad could be placed in this very newsletter. However, *before the ad could even run*, PBCA past president **Bill Weeks** scooped it up! The nerve of him! Congrats, Bill, on getting this low miles, rust-free, numbers-matching car.

Activities Calendar

May 10, 2024
Tech Session
Manske Garage, 6129 Dutch Way, Milton, 10:00 a.m. Come get your torque wrench calibrated by renowned expert **Fred Veenschoten**!

May 20, 2024
Monthly Club Meeting
The Hangar, 7:00 p.m.; arrive around 5:30 or 6:00 to eat and socialize.

May 25, 2024
Silverhill Veterans Car Show
This is a judged, all-make show with a British class; the Brits always commandeer the southeast corner of Ala. Hwy. 104 and Baldwin Co. Rd. 55, thanks to the Mardi Gras MG Club. Registration is $25 and the judging starts at 11.

June 6, 2024
Executive Committee Meeting
Beef O'Brady's, Nine Mile Rd. near Pine Forest, 11:15, all club members welcome.

June 8, 2024
Sir Richard's Knight Run
Join your fellow PBCA-ers for a fish 'n' chips dinner at Sir Richards Public House, 2719 E. Cervantes St, followed by desert at the Dairy Queen at 7600 Scenic Hwy. Watch your email for details on the start time.

June 17, 2024
Monthly Club Meeting
The Hangar, 7:00 p.m.; arrive around 5:30 or 6:00 to eat and socialize.

May 2024

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

June 2024

SU	MO	TUE	WE	TH	FRI	SAT
						1
2	3	4	5	6 Exec. Meeting	7	8 Sir Richard's
9	10	11	12	13	14	15
16	17 Club Meeting	18	19	20	21	22
23	24	25	26	27	28	29
30						

Tight Connections

Club and Member News

Brits on the Bay 2024

Two days after the 2024 Brits on the Bay show, ***Ed.*** received this message from Mark Morgan of Ballwin, Missouri, who edits the St. Louis Triumph Owner's Association and the St. Louis Sports Car Council newsletters:

> *OUTSTANDING show! I had a ball walking around getting photos and talking with the participants, please pass my congrats on to the club leadership and the event committee. I came away with about 50 good photos, I'll feature several in the next issue of our newsletter and will make sure you get a copy when it hits the street.*

Mark, I couldn't have said it better, so I won't even try. Instead, I'll share a few stats from the event, and mostly let pictures tell the story (see pages 6 and 7).

We had 112 cars registered for the show this year in 28 classes; 102 cars were on the field.

Bill Silhan *poses with his Best of Show award, as (l to r)* ***Joe Stephens***, ***Mollie Reese***, *and* ***Paul Reese*** *(holding mic) look on. (photo by Robb Ogletree, SABCC).*

With MG being featured, that marque was the most prevalent, with 41 registered [*and despite* ***Tabor Tompkins'*** *sometimes less-than-kind remarks about MGs, only one registered MG was sidelined with mechanical woes-Ed.*]. Jaguar was next with 20 registrations, followed by Triumph (16) and MINI (15, not counting the Austin Mini Moke).

The registrants were from ten states, with 62 from Florida and 28 from Alabama. Various shades of red comprised 28 cars, with white, green, silver/grey, black, and blue all in double digits. The ages of the cars ranged from one to 88 years.

Best of Show honors went to **Bill Silhan** for his 1936 AC Doctor's Coupe, while Stewart Reisinger of Daphne, Alabama won "Best MG" with his 1966 British Racing Green GT. The eight remaining special awards (including the valve

Stewart Reisinger, a member of the Mardi Gras MG and South Alabama clubs, had the show's Best MG (photo by ***Mike Japp****).*

cover race winners) and the 68 class trophy winners are listed on pages 8—10.

Financial results are still being compiled (see p. 2), but with 24 Major Sponsors ($100 or better) and 30 Class Sponsors ($40), total sponsor income increased over 2023. The silent auction and raffles generated additional revenue.

So, to reiterate what Mr. Morgan said, outstanding show!

Brits on the Bay 2024

*Four of the Reese brothers (photo by **Paul Reese**)*

*Waiting on dinner (photo by **Mollie Reese**)*

***Monica Bachmann** really is all that and a bag of chips! (photo by **Mollie Reese**)*

***Paul Reese** and **Joe Stephens** with sponsor Dave from Batteries Plus (photo by **Mollie Reese**)*

1967 Austin Mini Moke from South Carolina (photo by Robb Ogletree, SABCC)

***Taber Tompkins** with a new Lotus fan (photo by Brian Daly, SABCC)*

Brits on the Bay 2024

Bill Silhan's *AC Doctor's Coupe (photo by Brian Daly, SABCC)*

Steve Bowden's *MGA Deluxe (photo by Brian Daly, SABCC)*

Valve Cover racing (photo by ***Gail Sanders****)*

Jaguar E-Types (photo by Robb Ogletree, SABCC)

Tom Schmitz *leans against his MG TF 1500 (photo by Robb Ogletree, SABCC)*

Pau Reese *recruited his brother to drive his Jensen Interceptor to the show (photo by Robb Ogletree, SABCC)*

2024 Brits on the Bay—Major and Special Awards

Best of Show: Bill Silhan, 1936 AC Doctor's Coupe, Black, Pensacola

Best MG: Stewart Reisinger, 1966 MGB GT, British Racing Green, Fairhope, Ala.

Diamond in the Rough: Ben Cummings, 1972 MGB Roadster, Greenish, Mobile, Ala.

Hard Luck Award: **Bob Manske**, Milton, FL

Longest Distance Traveled: Ron & Carolyn Baylor, 778 Miles, 1971 Triumph TR6

Highest Mileage: Robert Zabzdyr, 379,398 miles, London Taxi

Best Valve Cover: **Eddie Toenes**

Valve Cover Races

First Place: **Keith Sanders**

Second Place: **Eddie Toenes**

Third Place: Allen Bradley

Class Winners

Finish	Caretaker (bold: PBCA)	Year	Make	Model	Color	City	ST
Austin-Healey Sprites and MG Midgets							
First	**Matt Wilken**	1974	MG	Midget Mk III	Red	Milton	FL
Second	Harry Barkerding	1962	MG	Midget		Metairie	LA
Third	**Tom Bayer**	1979	MG	Midget	White	Milton	FL
Austin-Healey 100-4s, 100-6s, and 3000s							
First	Terry Lopez	1966	Austin-Healey	3000	Florida Green / Ivory	Lacombe	LA
Jaguar Saloons, through 1997							
First	Thomas Hills	1958	Jaguar	3.4L	Imperial Maroon	Fort Walton Beach	FL
Second (tie)	Malcolm Branch	1984	Jaguar	XJ6	White	Prattville	AL
Second (tie)	Michael Shockley	1985	Jaguar	XJ6	Silver	Montgomery	AL
Third	David Kessler	1972	Jaguar	XJ6	Red	Gulf Breeze	FL
Jaguar Saloons, Estates, and SUVs, 1998 & Newer							
First	Dave Roloson	2001	Jaguar	XJ8 VDP	Red	Daphne	AL
Second	**Michael King**	2001	Jaguar	XJR	White Onyx	Cantonment	FL
Third	Gregory Underwood	2006	Jaguar	XJ8L	Blue	Montgomery	AL
Jaguar E-Types							
First	Rick Huber	1967	Jaguar	E-Type	Silver Grey	Baton Rouge	LA
Second	Jack Steinmetz	1967	Jaguar	E-Type	White	Fairhope	AL
Third	Jeff & Lori Smith	1974	Jaguar	E-Type	Blue	Atlanta	GA
Jaguar XJSs							
First	**James Keller**	1994	Jaguar	XJS	Red	Santa Rosa Beach	FL
Second	Dave White	1994	Jaguar	XJS	White	Cordova	TN
Third	Robert Senay	1996	Jaguar	XJS	Champagne	Pensacola	FL

(list continues next page)

Class Winners, continued

Finish	Caretaker (bold: PBCA)	Year	Make	Model	Color	City	ST
Jaguar XK8s and XKRs, 1997-2006							
First	Bruce Skaggs	2006	Jaguar	XK8	Silver	Sarasota	FL
Second	Cathy Greensfelder	2001	Jaguar	XK8	Green	New Orleans	LA
Jaguar XKs, XKRs and F-Types 2007– fwd.							
First	Albert Ross	2008	Jaguar	XKR	Black	Cordova	TN
Lotuses							
First	**Taber Tompkins**	2007	Caterham	7SV	Silver/Green/Yellow	Crestview	FL
Second	Logan Vannatta	1997	Caterham	Super Seven	Blue	Pensacola	FL
Third	Adam Kingery	1997	Lotus	Elise III	Green	Navarre	FL
MG Pre-Wars and T Series							
First	**Tom Schmitz**	1955	MG	TF 1500	Sequoia Cream	Lillian	AL
Second	**Tim Garrold**	1939	MG	TA	Red	Pensacola	FL
Third	**John Reese**	1953	MG	TD	Green	Pensacola	FL
MGA Roadsters and Coupes							
First	**Tom Schmitz**	1957	MG	MGA Coupe	Red	Lillian	AL
Second	**James Keller**	1959	MG	MGA Twin Cam	Red	Santa Rosa Beach	FL
Third (tie)	Robb Ogletree	1962	MG	MGA	Black	Grand Bay	AL
Third (tie)	**Steve Bowden**	1962	MG	MGA Deluxe	White	Miramar Beach	FL
MGB Roadsters, 1962-67							
First	**Mark Huber**	1966	MG	MGB Roadster	Chelsea Grey	Baton Rouge	LA
Second	Wm. Richard Bishop	1966	MG	MGB Roadster	White	Fairhope	AL
Third	**James Villines**	1965	MG	MGB Roadster	Red	Pensacola	FL
MGB and MGC Roadsters, 1968-19741/2							
First	Andrea Bertagnolli	1974	MG	MGB Roadster	Red	Spanish Fort	AL
Second	David Davidson	1969	MG	MGC Roadster	Dark Green	Huntsville	AL
Third	Clay Johnston	1972	MG	MGB Roadster	Harvest Gold	Mount Olive	MS
MGB Roadsters, 19741/2- 1980							
First	Keith Vezina	1976	MG	MGB Roadster	Damask Red	Kenner	LA
Second	Jennifer King	1977	MG	MGB Roadster	Damask Red	Sullivan's Island	SC
Third	**Tim Witzigreuter**	1977	MG	MGB Roadster	Sandglow	Pensacola	FL
MGB and MGC GTs							
First	Gene Johnston	1973	MG	MGB GT	White	Ridgeland	MS
Second	**Judith Gallegos**	1971	MG	MGB GT	Hugger Orange	Pace	FL
MINIs, Generations 1 and 2							
First	**Mike Grieco**	2014	MINI	Cooper S Roadster	British Racing Green	Pensacola	FL
Second	Dylan Tangaro	2011	MINI	Cooper	Black / White	Eglin AFB	FL
Third	LaDon Olson	2010	MINI	Cooper S	Lazer Blue	New Albany	IN

(list continues next page)

Class Winners, continued

Finish	Caretaker (bold: PBCA)	Year	Make	Model	Color	City	ST
MINIs, Generations 3 and 4							
First	Thomas Sabart	2017	MINI	Clubman	Silver	Navarre	FL
Second	Emar Hargrave	2023	MINI	Cooper S	Zesty Yellow	Pensacola	FL
Third	Kevin McCoonse	2016	MINI	Cooper	Black	Niceville	FL
Morgan – 3 Wheelers							
First	**Fred Veenschoten**	1952	Morgan	F Super	Red	Pensacola	FL
Morgan – 4 Wheelers							
First	Jim O'Brien	1998	Morgan	Plus 8	Green	Fairhope	AL
Britannia Open Top Cars through 2009							
First	Tom Renick	1965	Sunbeam	Tiger	Blue	Mobile	AL
Second	**Tom Reese**	1974	Jensen-Healey	Mk II	Red	Pensacola	FL
Third	Lee Matthews	1973	Triumph	Stag	Carmine Red	Kenner	LA
Britannia Small Closed Cars through 2009							
First (tie)	Bryan Simmons	1967	Austin Mini	Moke	Blue	West Union	SC
First (tie)	Mike Reese	1974	Jensen	Interceptor Mk III	Red		
Britannia Large Closed Cars through 2009							
First	Robert Zabzdyr	1983	Carbodies	FX4R London Taxi	Black	Spanish Fort	AL
Second	Mohanco Becker	1992	Land Rover	Defender 110	White	Pensacola	FL
Triumph TR2s, TR3s, and TR4s (and earlier models)							
First	**Patrick Roberts**	1960	Triumph	TR3A	Pale Yellow	Pace	FL
Second	Clifford Wilson	1963	Triumph	TR4	Old English White	Floyds Knobs	IN
Third	**Tom Stanley**	1960	Triumph	TR3	White	Cantonment	FL
Triumph TR250s and TR6s							
First	**Dwyke Rushing**	1974	Triumph	TR6	Green	Cantonment	FL
Second	James Wilson	1973	Triumph	TR6	Mallard	Nokomis	FL
Third	Ron & Carolyn Baylor	1971	Triumph	TR6	Red	Jeffersonville	IN
Triumph Spitfires and GT-6s							
First	Charlie Dempsey	1980	Triumph	Spitfire	Red	Pensacola	FL
Second	**Mike Japp**	1980	Triumph	Spitfire	White	Pensacola	FL
British Competition, Modified, Race Cars							
First	**Bridget Wakeman**	1977	MG	MGB V6	Silver	Pensacola	FL
Britannia New Era, 2010 and newer							
First	John Bonney	2019	Range Rover	Evoque	Light Gray	Pensacola	FL
British Cycles							
First	**John Stephens**	1972	Norton	Combat Commando	Black	Cantonment	FL
Second	Bob Malcomson	1955	Triumph	T-110	Silver	Pensacola	FL

PBCA Picnic

Karen Ianniello *rides with intensity (photo by* ***Gail Sanders****)*

What better way to unwind after a successful show than a relaxing picnic? While the setting, Big Lagoon State Park, was very relaxing, the May 4 weather was pleasant, and the food— burgers, sausages, wieners, and all the fixings—were nearly coma-inducing, **Keith Sanders** did manage to conjure up some stress with his competitive events. Racing three-wheeled bicycles [*an oxymoron; three wheels would be "tricycles" but we have to preserve dignity-Ed.*] did not raise anyone's blood pressure, but the blind-folded drivers certainly did!

Paul Reese *enjoys his birthday cake (photo by* ***Gail Sanders****)*

A. J. Warren proved a much better blindfolded driver than navigator for his great-uncle ***Tom Schmitz*** *(photo by* ***Ed.****)*

At the end of the day, no vehicles or drivers were harmed, even if **Taber Tompkins'** Corvette did appear to be in danger a couple of times. The 46 attendees were very grateful for that, for **Gene Wilcox** doing all the cooking, and for **Bob Manske** and team organizing a fun day.

Wiring Diagrams

Tech Tools and Tips

Adjusting Outside Mirrors

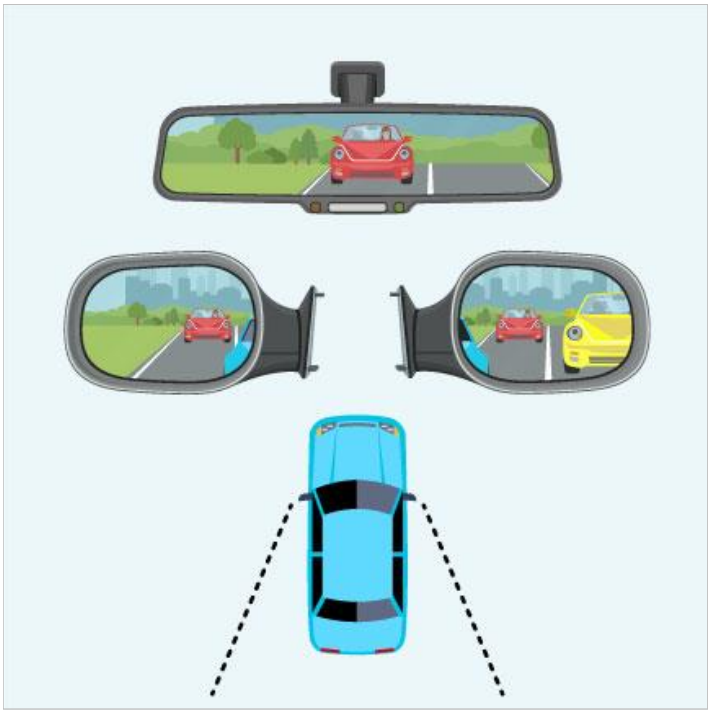
story by ***Fred Veenschoten***

The job is easier than it looks here. There are a lot of drivers that don't set their outside mirrors correctly. They have them adjusted to look down the sides of their car to see what is behind them. This is the job of the windscreen rear view mirror. The outside mirrors show you what is in the adjacent lanes.

If this chap has all those mirrors adjusted correctly, he will be able to clearly see the lorry behind him before it knocks him off his bike and his head pops open like a ripe melon, since his safety provisions do ***not*** *appear to include a helmet*-**Ed.**

To set these correctly, just lean your head to the left so it touches the window. Then move the outside mirror so that you can see down the side of your car. Now sit up straight, and you will be able to see the left lane. Do the same for the right mirror by leaning to your right and adjusting the right outside mirror so you can see down the right side of the car.

Now when you are driving on a four-lane road and see a car approaching in the windscreen mirror, it will go out of view, but just before it does, it will appear in your side mirror. Now as it comes past you it will show in your peripheral vision. You will never lose sight of any car coming from behind you from either side lane (see graphic below).



Try this and just observe cars passing you on either side. You will soon gain confidence in this method, and you won't have to crank your neck to see where cars are.

Tex mirrors were used on many classic British cars.

Spare Wires

News from the British Car World

TWR Supercat Is a Jag Restomod with a Supercharged V-12, a Manual, and RWD

Caleb Miller, Car and Driver.com

TWR has revealed the Supercat, which is based on a Jaguar XJS that sports an aggressive carbon-fiber body. Under the hood lies a roughly 600-hp supercharged V-12 mated to a six-speed manual that routes to the rear wheels. Just 88 units will be built with a starting price around $282,000.

Tom Walkinshaw Racing is among the most legendary names in British motorsport, responsible for the Jaguar prototype racers that triumphed at Le Mans in 1988 and 1990 while also developing the XJ220 and XJR-15 road-going supercars of the early 1990s. The brand has now returned with Tom's son, Fergus Walkinshaw, at the helm, and the first car from the revived TWR is the green beast you see here, a V-12-powered Jaguar XJS restomod dubbed the Supercat.

TWR took the XJS's elegant, long hood and turned the aggression up to the max, retaining the recognizable roofline and proportions but reimagining the grand tourer as an assertive track-ready race car. The entire body is fashioned from carbon fiber and features incredibly flared wheel arches, a front splitter that looks as sharp as a katana, and a hood peppered with vents. Around back there's a ginormous diffuser and a protruding ducktail spoiler, while the motorsport-inspired look is capped off by aerodisc wheels and a side-exit exhaust.

Auction Roundup: "Modern-er" MINIs

[*This month we look at MINIs from 2006 to 2012-**Ed.***]

2011 MINI Cooper S Convertible

Sold for $13,300 on Bring a Trailer

Finished in British Racing Green over carbon black leatherette, this convertible had just 21k miles and featured a six-speed manual transaxle. About the only demerit noted for this car was that it still had its 14-year-old original tires.

2012 MINI Cooper S Inspired by Goodwood

Sold for $15,000 on Cars and Bids

"Inspired by Goodwood" Coopers were produced in collaboration with Rolls-Royce (which BMW owns along with MINI). Only 1,000 were built, finished in Diamond Black over Cornsilk leather. The cars also offered walnut trim and lambswool floor mats. When new, this car carried a sticker price of $52,000.

2006 MINI Cooper John Cooper Works GP

Sold for $14,500 on Bring a Trailer

Even though this car had 137,000 miles, it brought almost as much as the Goodwood car above. That's because this is also a special edition – only 2,000 were produced – but also because this car has been extensively modified, with an upgraded supercharger, methanol injection, and suspension and exhaust enhancements.

Wire Nut

Michael King

British Car Surfing

Lest the headline of this column confuse you, let me assure you I am not going to be talking about strapping a surfboard to the top of a Mini Traveler. Instead, I am referring to about surfing on the web.

What are your favorite car websites? Since this is my column, I will mention a few I like.

Let's start with auction sites. I am addicted to Bring a Trailer, but you probably already knew that by how many of their sales end up in Auction Roundup (see preceding page). They allow you to search by nationality, so I have British cars bookmarked on my iPad. Bring a Trailer does a good job with descriptions and photos, but perhaps even more interesting are the comments made during the auction. They give me a good sense of what enhances and detracts from the overall value. Hemmings has a smaller auction site, and usually only has about a half-dozen British cars listed. Still, they include plenty of photos and details. Cars & Bids is a site that attracts a younger crowd, with plenty of Japanese and European tuner cars; it's a good place to go if you follow Lotuses or modern MINIs. Finally, eBay has a decent selection of modern and classic cars, but you need to search by make. They are also a good source for those "unobtanium" parts.

Besides the auction sites, my other guilty pleasure is Barn Finds. This site highlights unrestored cars found in barns (duh), sheds, garages, fields, and forests, but also vehicles that the editors simply find interesting. It also has a small auction site. While I always read the articles about British cars, I cannot help clicking on old American luxo-barges, such as Cadillacs, Lincolns, Packards, Buicks, Chryslers, and others.

My favorite car "news" site is The Autopian, a rather irreverent and offbeat compendium of car reviews, industry developments, rants, and sometimes pure silliness. The founders of this site used to write for Jalopnik, a site I used to follow but now find less interesting since The Autopian launched.

The ClassicCars.com Journal is a more serious site sponsored by auction site ClassicCars.com. They feature marketplace finds, discuss trends, and offer reviews of new models.

I have found the various forums specific to make and model to be invaluable resources as I care for my own cars—although I have learned to be wary of some "expert" opinions. I have bookmarked the forums for my three Jaguar models as well as the MG Experience. I have bought and sold parts, and my Jaguar XJ-S, through the forum's marketplaces.

Those are my personal favorites (but please note their inclusion does not imply any endorsement by PBCA). What do you like? Send me some suggestions and I will do a follow-up article.

PANHANDLE BRITISH CAR ASSOCIATION

2024 "Brits on the Bay" All British Car Show

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Warrington Chiropractic Clinic
Willows Studios

Classifieds

Transmission

Borg Warner automatic transmission with torque converter. Trans. was removed from a mid '60s Jaguar Mk II. Asking $200.

George Bruno
850-232-1762

1974 Jensen Healey

Two cars that turned into one with spare parts. Car has been at BMC Restorations in Kiln, MS with Peter Brauen who has done all of the structural metal work including new floor pans. Have several parts including a hard top and a Dellorto manifold, good set of front fenders and rear quarter panels, brand new aftermarket seats and adjusters. Has complete A/C system installed. Car currently needs light bodywork and paint. Car ran and drove when restoration started but hasn't operated in over 10 years.

Over $5,000 invested—asking for best offer.

Cortland A Musgrave
504-559-4960
HeyTony9999@hotmail.com

1978 MGB

This 1978 MG MGB has been with the seller for over 15 years. Repainted in original white and equipped with a new black vinyl convertible top over a black vinyl/leather interior, this garage-kept MGB is available now and comes with a car cover, receipts, vehicle documentation, owner's and shop manuals, a box of additional parts, and clear Alabama registration in the seller's name. 175/70 Pirelli radial tires mounted on 14-inch Mini-Lite wheels with chrome center caps. California car, always garaged. Won best in class at 2023 SABCC British car Festival. Rebuilt front and rear brakes, new brake lines, rebuilt master cylinder and parking brake. A valve job was done, and a stainless steel exhaust system installed. New shocks front and rear.

Offered at $9,000.

Jack Steinmetz
713-851-7609

Miscellaneous Parts

After seven decades, I've started to clean my shop. I have boxes of small carburetor parts, to the smallest screws for butterfly shafts, dozens of carburetors bodies, old switches, relays, rectifiers, wheel bearings, and more.

Pierre Fontana
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Just one more thing, please . . .

Bad news in case you've thought of doing this with your Range Rover . . . the state which gave its name to the "Carolina Squat" this month began enforcing its ban on vehicles where the front is elevated above the rear. North Carolina and Virginia have similar bans, and Alabama and Tennessee are considering them—the latter would end the "Tennessee Tilt." Florida has no law specific to this issue but does enforce restrictions on head-light bumper height.

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