



smoke in the wires

April '23

From the President

Bill Weeks

It's right around the corner...

In just a few short days, we will celebrate a monumental day. No, I'm not talking about Tax Day. This is much more enjoyable. Friday and Saturday, the 14th and 15th is our annual Brits on the Bay Car Show. If you haven't registered for the show yet, get registered now. It will certainly speed things up on Saturday if you are pre-registered.

What's on the calendar? The Friday night Welcome Party to celebrate the arrival of our guests and sponsors. If you have gotten sponsors, be sure and invite them. For our club members, opportunities to volunteer abound. From bringing a covered dish and beverages on Friday night to assisting with the show on Saturday. There are numerous positions on Saturday that still need some volunteers. If you can, please assist.



There are raffle prize tables, 50/50 ticket sales, and parking attendants just to name a few. At our April meeting, there will be signup sheets available. Don't wait to be "volunt-asked", be proactive. This is every PBCA member's chance to shine.

Please get all of your remaining sponsor forms back to Liz ASAP. At the meeting, we will be stuffing goodie bags. Bring donations to help stuff. This needs to be all hands. There is so much to do in a very short time. Don't forget to tune up your Valve Cover Racer. The

competition will be fierce, you can bet. We can all rest on the 16th. Oh, and pay Caesar on the 18th.

See EVERYONE on Monday the 10th at the Hangar. Social hour 6-7, meeting promptly at 7.

Cheers!

PBCA Club Officers

President	Bill Weeks
VP	Bob Manske
Secretary	Monica Bachmann
Treasurer	Karen Ianniello
Newsletter Editor	Paul & Lee Salm
Technical Advisor	Mike Darby
Webmaster	Mike Japp
Show Chairs	Bill Weeks and Tom Schmitz
Member at Large	Franz Bachmann, 1946 – 2023
Member at Large	Paul Salm
Member at Large	Tom Schmitz
Member at Large	Taber Tompkins

smoke in the wires is compiled by
Michael King (also known as "Ed.")

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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.

Activities Calendar

April 10, 2023 (NOTE DATE CHANGE)
Club Meeting, The Hangar, Milton. Eat at 6:00, meet at 7:00.

April 14, 2023

Air Traffic Control Tour, Pensacola, 4240 Airfield Rd, 12:30 p.m., RSVP [here](#)

Brits by the Bay Dinner, 5:00 p.m., Museum of Commerce, Pensacola, free to show registrants

April 15, 2023

Brits by the Bay, Seville Square, Pensacola, registration form [here](#). Fee is \$25 in advance, \$30 day of show. Field opens at 8:30 a.m.

May 27, 2023

Silverhill Car Show, intersection of Hwys. 55 and 104: Fee is \$25, registration form is [here](#).

APRIL 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10 Club Meeting	11	12	13	14 Show Dinner	15 Brits by the Bay
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Tight Connections

Club and Member News

Remembering Franz Bachmann

Longtime PBCA member **Franz Bachmann** passed away Sunday, March 26. His obituary is as follows:

Franz J. Bachmann of Crestview, Florida, passed away from a terminal illness on Sunday, March 26, 2023, at the age of 77 surrounded by loved ones in his home. He was born in East Orange, NJ on January 4, 1946, to John F. and Jessica Bachmann. Franz served his country in the United States Navy.



Franz, Monica, and two of his grandsons at church.

(photo from Monica's Facebook page)

*After his military service he met the love of his life, **Monica**, while studying at Tri-State University before receiving his Bachelor of Science in Business Administration. Franz started his own trucking company until 1980, then worked as a garage supervisor and mechanic for many years. His final work was maintaining the school bus fleet before retiring from the Okaloosa County School Board. In his free time, Franz took his sons on many Boy Scout adventures with Troop 30 across*

the Southeastern US.

After retirement, Franz loved spending time working in his yard and tinkering with motors. He had a 1960 Triumph TR3 that he completely restored and then joined the Panhandle British Car Club. He helped many fellow members rectify their car problems and took many cross-country runs with his wife by his side through 2022. Most of all, he enjoyed leisure time on the back porch with family and friends, particularly watching and teaching his grandsons.

He is survived by his wife of 51 years, Monica Bachmann; his sons John (his wife, Jessica) and Matthew. Grandsons: Kellan, Knox, and Kai.

The celebration of Franz's life was held at Our Lady of Victory Catholic Church on Monday, April 3, 2023. A time of visitation with the family began at 2:00 PM, until funeral mass starting at 3:00 PM, and concluded with military honors rendered at the church. If you would like to donate to the Boy Scouts of America or Our Lady of Victory Pro Life Group, Franz supported those organizations.

Franz was fearless in enjoying his TR3. As **Fred Veenschoten** posted on Franz's tribute wall, "Franz was my hero in the car club. He drove his TR3 more than all the other members combined. I will miss him very much." He and Monica were dedicated members of PBCA, with Franz serving as a Member at Large and Monica as Secretary. They could be counted to be present and active at every club meeting and event.

Godspeed, Franz. We will miss you.

Memories of Franz: *Top left, 2018 SABCC show; top right, 2015 PBCA Christmas party; middle left, at the Gettysburg museum during the Triumph Register of America National Meet 2022; middle right, repairs on the way to the TRA show; bottom, 2022 Brits by the Bay*



New Orleans British Car Day

photos by Robb Ogletree

Our friends in the British Motoring Club of New Orleans continue to rebuild their show after a two-year COVID hiatus and a move to a new site. Nearly 100 British cars entered this year's version of their British Car Day, the 31st rendition of the event. Held for the second year at the St. Mary Magdalen church and school in Metairie, the show committee seems to have overcome the cold-start stumbles of 2022 and the day "ticked over" nicely, with all cars on the field by noon and awards beginning promptly at 3:15.



Bill Silhan's AC Doctor's Coupe won the President's Award.

As with last year, the men's group of the church and school (which seems to have changed its name to St. Therese Academy) did a fine job cooking fish and chips, burgers, hot dogs, and sides.

Special events during the day included a presentation on the history of the Beatles, and valve cover races. Several car owners brought items to the show's swap meet.

The show featured 26 classes. Best of show went to a lovely mint green and white Austin-Healey 3000. PBCA members collected a total of eight awards:

- Jaguar Saloons: **Michael King** [Ed.-Ed.], 2011

Jaguar XFR, Third Place

- Empire Sports: **Fred Veenschoten**, 1952 Morgan F Super (three-wheeler), First Place
- Modified Competition: **Taber Tompkins**, 2007 Caterham 7SV, First Place
- Pre-War: **Bill Silhan**, 1936 AC Doctor's Coupe, First Place
- Valve Cover Racing: **Fred Veenschoten**, Second Place
- President's Award: **Bill Silhan**, 1936 AC Doctor's Coupe
- Longest Distance Traveled in a British Car: **Michael King**, 209 miles [*It was grueling-Ed.*]



Best in Show winner, an Austin-Healey 3000.



Fred Veenschoten's Morgan and his valve cover racer both won.

More New Orleans Pictures



From top: A lovely MGTC; chrome-bumper MGBs; a fine assortment of MGAs; and Lotuses, a McLaren, and a MINI.



Bill Silhan receives the President's Award from longtime BMCNO president Karen Murray.



Ed. (Michael King) with the longest distance traveled plaque, having covered 209 miles from Cantonment, Florida to Metairie [Thanks be to God, and Jaguar, for cooled seats, as I am not sure if I otherwise could have endured-Ed.].



At the next club meeting, please feel free to ask Taber Tompkins why he was perplexed at the awards ceremony. His 2007 Caterham 7SV won the Modified Competition class.

Wiring Diagrams

Tech Tools and Tips

A Word About Webers

story by Scott Paradise, SABCC

An owner of a TR4 contacted me about making some repairs to the car, one of which was to “make the car run better.” I was told that a set of Weber carburetors had been installed by a shop in Mobile last year, and it hadn’t run quite right since.

We scheduled a date and when he arrived he left the engine running and opened the bonnet/hood. What I saw were 2 Weber DCOE45 side drafts about a third the size of the whole engine. What I heard was the engine lightly backfiring through the velocity stacks. “Make the car run better...well that shouldn’t be too hard, I thought. I was wrong.

After the owner left, I drove the car only to find out that aside from backfiring at idle it didn’t have enough power to get out of its own way. After eliminating the usual suspects (ignition, fuel quality, valve lash, etc.) it was time to take a look at the carburetors.

Webers are fascinating carburetors in that they are very tunable through the use of different sizes of fuel jets, air jets, idle jets, venturi chokes, accelerator pumps and accelerator pump circuit exhaust valves so I opened them up and noted the sizes of each. I then contacted the US Weber distributor’s technical department for a jetting chart for this application.

The first thing David, the support specialist said was “we don’t recommend the 45’s for a TR4, they are too big...the DCOE 40’s are the correct size for a TR4’s engine displacement.” Oh no. Being that the carbs were new and a large in-

vestment, David and I came up with a “best guess” on jetting, accelerator pump and venturi chokes to try.

Some of the guesses were pretty good and some not so good. Eventually, after numerous jet, pump and venturi choke changes and hundreds of dollars in parts, the car finally ran well. Thank God!

The morals of the story are these:

- If the vendor isn’t selling a carburetor set up specifically for your application, find one that does.
- Be aware that even carbs. that are set up for your application may well still need jet changes to fine-tune them. The vendors who offer installation of their Webers will tell you that they are jetted as a “starting point” and may have to be tuned/jetted on a “rolling road” or by extensive road tests.
- Adjusting DCOE Webers is nothing like the SUs and Strombergs we are accustomed to. For example, you’ve just installed your new Webers and the engine won’t idle. Just turn the idle screw in till it does, right? Nope. DCOE Webers allow a maximum ½ turn in of the idle speed screws. If it does not idle at that setting or less, you have the wrong idle jets in the carb. Turn the idle speed screw in further and the engine will start misbehaving.



Weber DCOE carburetor

Do your homework before you buy!

Pierre's Wisdom

Pierre Fontana

When to Buy or Not to Buy

Just a tip to the wise, a new friend just purchased two British cars. The blue Midget only needed TLC from being parked a couple years. It did not take long to get it going, mostly hydraulic and electrical.



A Midget that was easy to fix, and a B that wasn't.

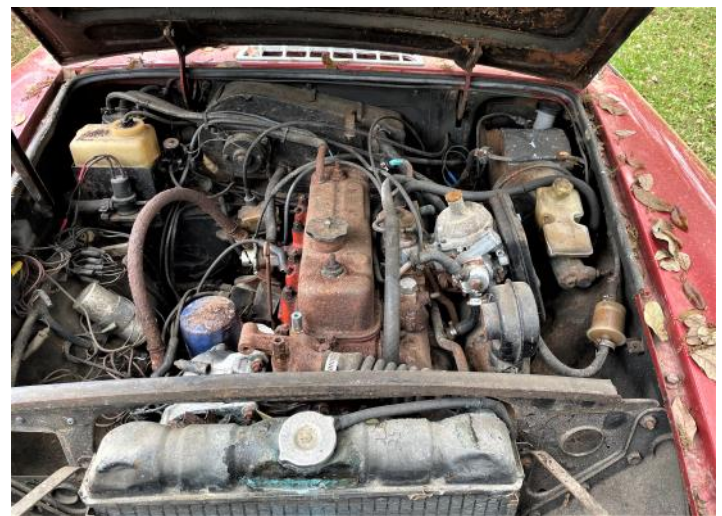


Another view of the sad MGB.

Then, without asking, a flatbed dropped this nice red MGB in my driveway. A quick exami-



All photos courtesy Pierre Fontana



This engine bay shows years of neglect.

nation shows very-long-storage dirt, a squirrel nest, and a stuck engine. This means a heavy financial involvement in engine, brakes, accessories, etc., UNLESS you can do ALL the work yourself. He can't, so I had to tell him it is best to re-sell it as is.

The moral of the story is only purchase what you can handle, if you don't have deep pockets to absorb the expense. Ask club members for advice if in doubt. Machine-shop work is now very expensive, and stay far away from rust-buckets.

Pierre Fontana is a technical advisor for SABCC.

Coming Soon

It's Spring, and Thoughts Turn to Car Events

The busy Spring show season is underway. Let's review the events still to come:

- **Brits by the Bay**, April 14 and 15, 2023, Downtown Pensacola: Here's the schedule of events:
 - **Tour of Pensacola's Air Traffic Control Tower**, 4240 Airfield Rd., 12:30 p.m., hosted by Cameron Leonard, RSVP [here](#).
 - **Welcome Party and Dinner**, Museum of Commerce, 201 E Zaragossa St, Pensacola, FL 32502. Doors open at 5:00 p.m. with activities starting by 6:00 p.m. The entrance is the ramp door on the north side of the building.
 - **Brits by the Bay**, Seville Square, field opens at 8:30 with registration closing at 11:30. The awards ceremony begins at 3:30
- **Gathering of the Faithful (GOF) South 2023**, April 20 – 23, Gainesville, FL: Considered the premier regional event for the MG community, this is the closest GOF to our area in many years. Details are available [here](#).
- **Silverhill Car Show**, May 27, intersection of Hwys. 55 and 104, Silverhill: A fundraiser for the veteran's memorial, this show offers a British class, and the southeast corner of the intersection is always claimed for His Majesty. The registration fee is \$25 and the form is [here](#).

Man Cave Decorating Tips

[Ed. thanks (?) SABCC-er Tony McLaughlin for these.]



Spare Wires

News on British Cars and the Hobby

A Visit to Amelia

story and photos by Mac McNamara, SABCC

I was very fortunate the first part of March in that I had been called to job in Brunswick, GA and had been scheduled to work from March 1st thru March 7th. Somehow, we finished the job early and I was given Saturday March 4th off. Brunswick is just an hour away from Amelia Island, Florida, AND March 2 through March 5 are the Amelia Island events leading to the Concours d'Elegance March 5.

On Saturday, I left Brunswick about 6:30 a.m.



The car Enterprise rented to me. BONUS!!

and, driving through rain spots, was able to park less than 2 blocks from the golf course on which the events take place only to find they were not letting anyone into the event until 9:00 a.m.

Right out front, Hagerty's had set up a "Ride and Drive" event that allowed registrants to drive a car along a pre-arranged course. One of the cars was a Citroen 2CV, or "Deux Chevaux." It looked right at home with a yellow body and black fenders and the sardine-can top rolled back. It called to me for many reasons, so I

scheduled my drive for 9:30.



That's me in the car. That's Hagerty photographers taking pictures of me.

I was looking forward to driving a right-hand drive vehicle for the challenges offered not only having to shift with my left hand, but by the unusual pattern you must use to shift. There is a bar in the dash that slides in and out as well as rotating 90 degrees left and right. First gear is out and left, second is in and left, third is out and right with fourth in and right.

Unfortunately, the rain that I passed through while driving to the event caught up and rained the event out for drivers scheduled for 9:30 until 11:00, and no opportunity to reschedule. And, of course, the cars were fully booked before 9:30 a.m., not allowing a new appointment time. Oh, well. Guess I will watch "For Your Eyes Only" again and just imagine what it would be like to drive the car.

Fortunately, the rain I passed through on my way showed up (yes, there was a downside and an upside, neither hard to find). The incoming rain allowed me to hear and see a Bugatti run. Thing is,

(story continues next page)

A Visit to Amelia, continued

you felt the engine sounds just before the sound hit, and both were wonderful feelings of the power the converted airplane engine produced.



Bugatti in front of the Ritz-Carlton

I guess that is the silver cloud (pun intended for Brit car fans...read later) in the rained-on beginnings.

Next was passing through "Radwood" to get to the Concours d'LeMon. If you have never heard of Concours d'LeMon, I can only describe it as a mishmash of cars that could be factory original that were not popular or cars heavily modified to meet odd-ball requirements.

There was a motorcycle surrounded by a port-a-potty body with several scrawled bathroom quotes on it (none truly vulgar, thankfully, but humorous!). There were several modified Miata's (one with a small block V8 and another set up as a monster truck only about a foot or two



A "real" port-a-potty

higher than its original design height). There were several '60's cars that are (or appear) unrestored but someone has determined them not worth restoring but worth saving as best as possible. They still drive them regularly.

Among the many titled areas was "Rueful Britannia," a selection of British cars that included a Vauxhall Velox, a chrome-bumper MG Midget and a Moke. None of the



Above, a Vauxhall Velox; below, an MG Midget.

Britannia cars were modified, so read it as you wish.

Other categories included "Der Self-Satisfied Krautten Wagen" that included a Jeep-like

(story continues next page)

A Visit to Amelia, continued

Volkswagen, with a hole cut in the floor pan for easy access to a brake (or clutch?) master cylinder; a very nice pre-war Mercedes (could have been a kit car); a Thing; and a minibus pulling a large “Deutsche Bundespost” trailer.



While in the Concours d' Lemon area, I made the required “I was here” purchase of a t-shirt for Kathy that had an outline of her first car, the AMC Gremlin. Ask her about it as it was not the Lemon with which the car name has become synonymous.

I moved back to “Radwood,” a celebration of cars of the '70's through the early '90's. There was a wide selection of cars ranging from a 1979 Mustang Cobra (the start of the Fox body Mustang); a Magnum PI-like Ferrari (the original TV show, not the newer one); and many other representations of the era (good and bad), though none British that I recall.

Then it was across the street to the golf course grounds to view a huge selection of cars parked too close together to get good pictures in the large crowd. I decided on the Monty Python skit and just started calling everyone “Bruce” when asking them if I could get a clear picture. Only one answered back with some of the rules...and not all were listed, as I recall them, by “Bruce”, if you know them!

In the multitude of cars were McLaren super cars; an Aston Martin tent displaying an F1 and



From top: Land Rover Defender, Aston Martin F1, Aston Martin DBX707, Rolls-Royce tool chest

(story continues next page)

A Visit to Amelia, continued

a DBX707; a Rolls Royce Silver Cloud, of which I could only get a picture of the tool chest in the trunk lid (really cool!); a big Healey; a Jaguar E-



From top: Austin-Healey, Morgan

Type that, again, I could only get a picture of the back side; and many other representatives of the British Isles, all very nice to see, and no clear picture-taking opportunities.

I did speak with several local British car enthusiasts and, unfortunately, their car show is the same weekend as ours. I even pointed out the fact that ours was several years older than theirs in my feeble attempts to get them to come to Fairhope. Ah, well. The seed is planted so I can only hope it flourishes as the years progress.

The day came to an end at 2 pm sharp. The field began clearing so the golf course had time to clean the grounds in preparation for the Con-

cours d' Elegance to be held Sunday. I went to one last event to learn a bit about judging from two Master Judges. They stated up front the original car, paint scars and all, is more preferred and judged with higher scores than the fully restored specimen, and you can over-restore, so be careful.

The day began with rain that let up to sun about 11:00 or so and that allowed me to put the top down on the unasked-for-but-given-at-standard-rental-rates Mustang GT (see the many ways I was fortunate on this trip? It had the Coyote 5.0 liter engine...and it was very responsive) and drove to "Kitchen 251", a local restaurant similar to "The Grand Mariner" in Mobile, where the food was wonderful, the view over the marina excellent and the crowd low but steady.



Lunch views.

Auction Roundup: Luxury Dropheads

[Want the wind in your hair while in the lap of luxury? These rides might be for you-Ed.]

1961 Rolls-Royce Silver Cloud II Drophead Coupe by Mulliner



Not Sold for \$250,000 on Bring A Trailer

A rare and beautiful car, this sale did not meet the reserve, and commenters indicated it had failed to sell at two previous auctions. The car was refinished in white over red; the original color was Whitehall Grey.

2008 Bentley Continental GTC Mulliner



Not Sold for \$42,000 on Bring a Trailer

Finished in Silver Tempest over Beluga hides, and powered by a W12 engine, this Bentley had just 53k miles and the only issue noted was a leaking motor mount. However, commenters were frustrated by an unresponsive seller.

2006 Aston Martin DB9 Volante

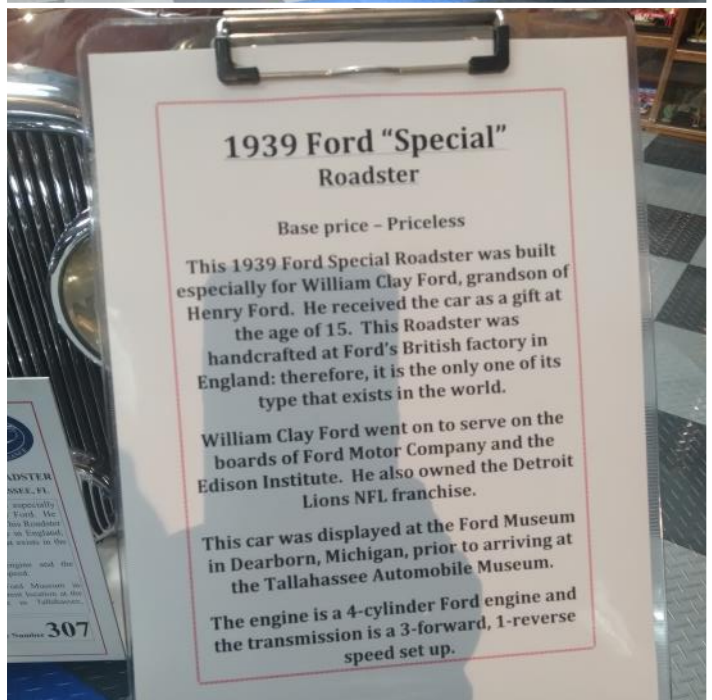


Sold for \$51,500 on Bring a Trailer

Powered by a 5.9l V12, this silver over black DB9 had just 34k miles, an extensive service history, and no issues noted. Bidding was aggressive on the no-reserve auction and the price was considered market-appropriate—and well bought.

A Very "Special" British Ford

[Ed. thanks *Don Pritchett* for these photos of a most unusual Ford on display in a Tallahassee museum.]



Classifieds

1971 Triumph TR6

100,000 miles. Older garage restoration. Solid sheet metal to include floors and door posts. Good interior. Strong running gear. Needs carburetor linkage work. Must see to appreciate! Located in Spanish Fort. No holds, cash only. \$15,000.

Marcia Wilhite, 251-234-0313 (call or text)



1978 MGB Roadster

Here is a beautiful 1978 MGB Roadster that I have owned for over 10 years. Originally a California car, I have had it resprayed in original white color, fitted a new soft top, a leather interior and renewed the carpet. I also added new Mini Mag wheels and rebuilt the braking system and much more. The car has electronic ignition and starts and runs great.

My asking price is \$9,000 ono and the car can be viewed and driven in Fairhope. The only reason for selling is I have purchased a 1967 Jaguar XK-E coupe and do not have storage for both cars.

Please contact me on my cell phone.

Jack Steinmetz, 713 851 7609



Welding Cart

Yours for the asking. Slightly used but still serviceable welding machine cart. Lucky person call Tom Renick, 251-661-8333



Wire Nut

Michael King

Third Place in a Three-Car Race

Saturday, March 25, was the New Orleans show, and *Ed.* spiffed up his 2011 Jaguar XFR saloon for the trip. Of late, this poor car has been sadly neglected, due to *Ed.*'s mechanical inabilities.

You see, *Ed.* decided to replace the rear brakes. A warning message on the dashboard information center warned that the brake pads were low. My research showed that this message results when one or both of the sacrificial sensors (left front and right rear) makes contact with the rotor. The plastic body of the sensor wears away, and a wire is cut, shorting a circuit – and the warning appears.

Not knowing which axle was at fault, I ordered a full set of pads and rotors, and two new sensors. I also ordered a special tool designed to retract the pistons in the rear calipers, which is necessary lest the the calipers be damaged, all part of the electric parking brake system.

I discovered that the rear brakes were the culprits, which seems surprising unless one considers that the traction control system relies on the rear brakes, and a 510-hp engine affords many occasions for the rear wheels to lose traction. The repair seemed to go OK, but I did notice a lot of noise on my test drive. I figured this would go away as the pads bedded in.

Except it didn't. After a few hundred miles, I realized the noise was just as bad, and confined to the left side. I also noticed a lot of brake dust on that wheel. Being busy with the holidays and other stuff, I parked the car in my driveway and left it. For weeks. And I drove my other cars.

Finally, I decided I had to either fix the XFR or



get rid of it. I rinsed off the layers of leaves, pollen, and other detritus, and took it to a local shop I trust. They called me and said I'd put a pad in backwards (in fact, I'd put the two outside pads on one wheel, and the inside pads on the other). New pads and rotors were, of course, required.

So I'm an idiot, and I'm a bit poorer. But I have my XFR back, and I quickly realized how much I'd missed it. Quiet, comfortable, smooth, and insanely powerful, that car is a blast.

Of course, the long period of neglect had some consequences. The car started immediately, and all mechanical and electrical systems are in perfect order, but the finish needs some help. In the days leading up to the show, I used my synthetic clay bar on the paint, removed some surface scratches with a polishing compound, and applied a coat of wax by hand to the horizontal surfaces, but the entire car really needs a machine buffing followed by high quality wax.

Still, I took it to New Orleans, and I achieved third place in a three-car Jaguar Saloon class. Which means I lost. Dead last. Am I disappointed? No. The car performed flawlessly on the 420-mile round trip. It looks pretty good, and will soon look even better. And most important, my old friend is back. Reunited. And it feels so good.

Just one more thing, please . . .



Spring may have arrived in the Deep South, but in New Hampshire, where SABCC member Mason Blosser lives, they're still experiencing Deep Snow. When he sent this photo on March 13, Mason said "I have another foot of snow on the way up here. One day the weather will let me start driving for the season, or maybe I need to try something like this." Mason, looking at this photo, we certainly hope and pray that your weather breaks soon.



Find us on the web at www.pbca1.com, or on Facebook at Panhandle British Car Association