



Smoke in the Wires

Aperiodic Musings of the Panhandle British Car Association

SPECIAL

GET SPONSORSHIP EDITION

We are terribly sorry we lost your e-mail address and that you missed the last six issues of *Smoke in the Wires*. Have no doubt that they were riveting reads.

OK, I wish that were all true, but I took a nice sabbatical instead. Admittedly, I focused on my Air Force retirement and continuing job hunt, while enjoying a relaxing break after 25 plus years of service. Now that the Air Force retirement is all wrapped up, the job hunt continues. Some days I'm down till dusk working applications and resumes, other days I'm



Rear suspension on the crane and headed back to the car for installation

working as hard as the heater in most British cars. I have exhaustively searched my garage and the underside of the Jaguar and still have not found that elusive job.

What I have done is finish the Jaguar's rebuild. Twice! I got it all together in September where it lasted all of a week—less than 80 miles. Then the rear brakes gave out. I'd hoped not to have to refurbish the rear end of that

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car for at least a year after the engine rebuild. Anyone with Jaguar experience knows why. Out came the whole rear suspension assembly. Jaguar engineered the brakes, shocks, springs, differential, hubs and drive shafts all into one tidy package that can't be serviced in the car. Now don't get me wrong, that package is pure brilliance in handling and one of the main reasons you would want a Jaguar E-Type. But, it is a package weighing well over 400 pounds! So out it came. And with the minor brake job came a litany of 'while you are at it, you might as well redo XYZ'. The removal and installation of the Jaguar independent rear suspension is such a PITA, that it is very worthwhile to do everything when it is out and apart to avoid future labor costs/pains.

And so it went. I restored every component to the same standards as the engine bay by painting, plating and powder coating everything. Apple Hydraulics even got their share of work. Every bearing and bush got renewed. Then I discovered that the output shafts on the differential were abused to the point of imminent failure.

Output shafts for the early E-Type are forged in 'unobatum'. I can pick up a catalog and get every part for that car except output shafts.

Seriously, I can get a ready for the paint

shop complete body delivered to my driveway by a week from Tuesday, but not an output shaft. Eventually, I had to travel to the mountains of North Carolina to find zen--and two output shafts. I finally got the suspension back together just before Christmas.



New shiny parts everywhere

And now the teething period begins. Is that the timing chain or the tappets making that noise? Why doesn't the speedometer work? How do you free a stuck brake caliper? How many tubes of sealant does it take to keep a jaguar from leaking? I still don't know the answer to the last one, just that it is more than two. Low beams failed? Just use the high beams. High beams failed? Open dash and rotate fuses in their sockets to restore function. Is it the exhaust or the gearbox that rubs the body during turns? Time will tell. Honestly, I just haven't come up with the motivation to give it that tip to tail polish and catch the last issues yet. It's been a long road. But at least I'm back on the road and not garage bound.

So what really drove me back to the editor's chair? Brits on the Bay. It is time that we all get back to the swing of things and focus on our show in April. What do we need from you? We need sponsors, entry forms, and volunteer commitments. Tom has already started to see entry forms coming in just from our card mailings. That is great. It means we are off to a

good start. However, our main focus this far out is in bringing in the sponsorships. Those are the bread and butter of our show's success. If you brought in sponsors before, please go to them this coming month and ask them to

sponsor us again. If you haven't brought in sponsors, please think about the businesses you use and ask them if they would like to be a sponsor. Sponsor Forms are available on the website, www.pbca1.com and will be available at the regular club meetings. We need all Sponsors and Payments submitted by the March

31 to ensure maximum exposure for your sponsors.

The volunteer list is coming along well. I have a few positions from last year that I need to confirm, but there are several new positions and vacancies that I could use your help with. We were fortunate that our Friday reception was the best-ever, but it came on the backs of a few volunteers doing double duty. I've broken the Friday reception duties out in more detail. **We really need new volunteers for post party**

cleanup who are not already committed at 6:30 am the next morning for parking and setup.

Please take a look at the list elsewhere in The Smoke, and let me know how you can help.

As always, Brits on the Bay will be a great show. It will be a great show because it is built on the service of our members. Thank you for stepping up. Enjoy this Smoke in the Wires.

Marc Cherry

Editor

PBCA 2015 EVENTS SCHEDULE

FEBRUARY THROUGH APRIL

All PBCA Monthly Meetings will be 6:00 pm Dinner/7:00 pm Meeting at Sonny's Bar-B-Que, Navy Blvd at US Hwy 98, Pensacola and will feature a Program, Door Prizes, 50/50 drawing until further notice by email, website and Telephone Tree.

*All Executive and Show Committee Lunch Meetings are always open to the entire membership and participation is encouraged. For new members it is a good way to meet active members and get involved in either a small or larger way. Be a part of the club. You will be enthusiastically welcomed.

Event details will be emailed and posted on the PBCA Website: www.pbca1.com

(PBCA Sponsored Events, Club Activities and Meetings in Bold type)

FEBRUARY

Wednesday 11 - PBCA Executive Committee Meeting, 12:00 Noon, *Crown Plaza**

Sunday 15 - Annual Shrimp Boil, Bear Lake - 11:00-5:00 pm, bring favorite dessert if you wish, your drinks and lawn chairs.

Monday 16 - PBCA Meeting & Program

Saturday 22 - 28 - PBCA Caribbean Cruise for 31 PBCA members who have made reservations.

MARCH

Tuesday 3 - Breakfast at the Grand, 10:00 am, Crown Plaza

Tuesday 3 - "Brits on the Bay" Show Committee Meeting, 12:00 Noon, *Crown Plaza (Following Breakfast)**

Fri-Sat 6-7 - Panama City British Car Show

Fri-Sun 13-15 - Amelia Island Concours d'Elegance

Wednesday 11- PBCA Executive Committee Meeting, 12:00 Noon, Crown Plaza*

Monday 16 - PBCA Meeting & Program

Friday 20 - New Orleans British Car Show Welcome Party

Saturday 21 - New Orleans British Car Show

Saturday 21 - Fairhope Arts and Crafts Festival, Fairhope

Friday - 27-- Fancy Friday Dinner on the Town, Location TBA, \$10 RSVP Required

Saturday 28 - Mustang Car Show - PBCA Special Appearance, Pensacola Fairgrounds

Tuesday 31 - Breakfast at the Grand, 10:00 am (April Breakfast moved up 1 week)

APRIL

Tuesday 7 - "Brits on the Bay" Show Committee Meeting, 12:00 Noon, *Crown Plaza**

Wednesday 8 - PBCA Executive Committee Meeting, 12:00 Noon, *Crown Plaza**

Saturday TBA - Loxley Strawberry Festival Loxley, AL

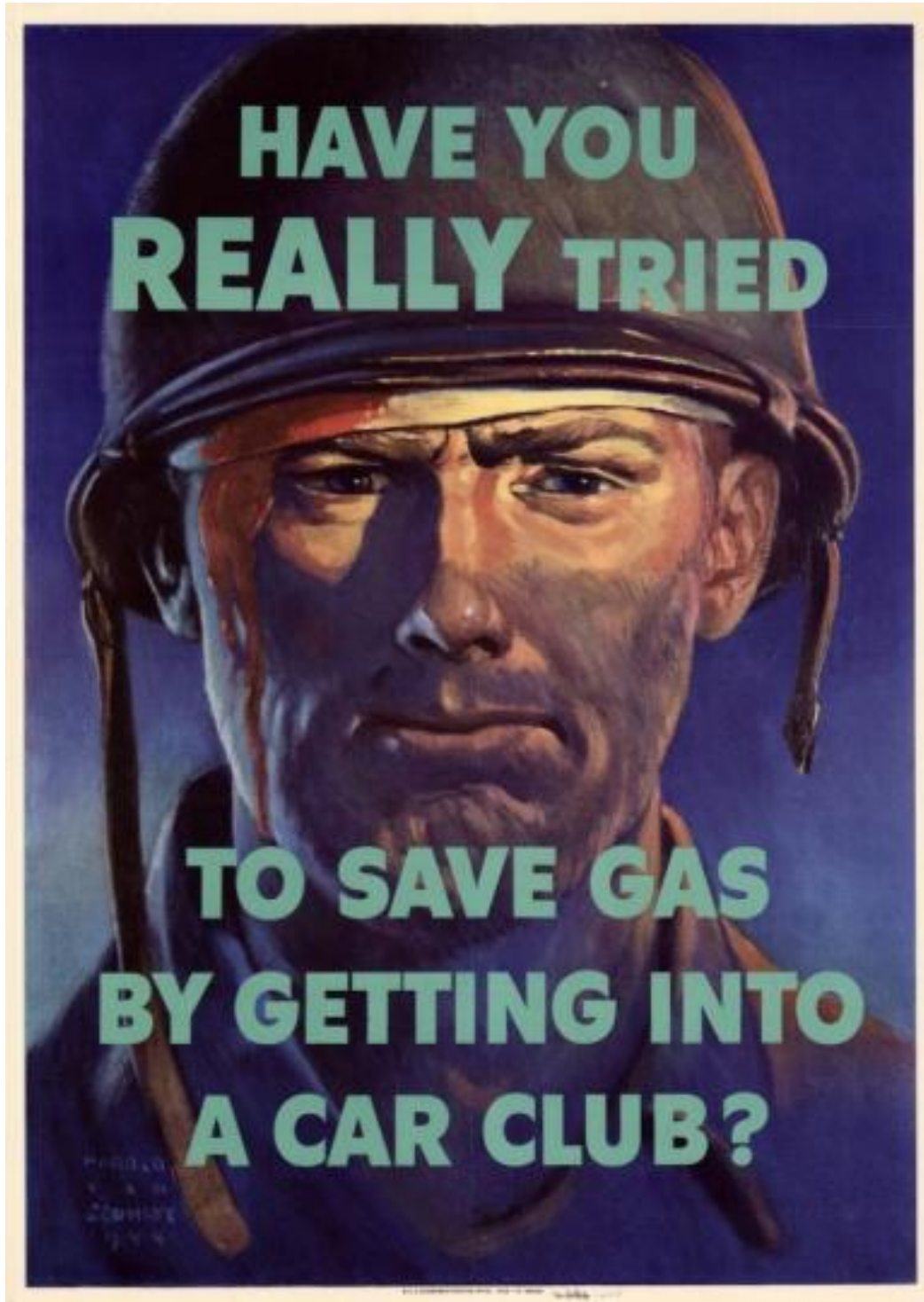
Monday 13 – PBCA Meeting & Goody Bag Stuffing NOTE: ONE WEEK EARLY DUE TO SHOW

Friday 17 – “Brits on the Bay” Tours and Welcome Party, Museum of Commerce, Pensacola

Saturday 18 “Brits on the Bay” All British Car Show, Pensacola

Friday 24 - Brits on the Bay Review and Wrap up Meeting, 4:00 pm, Richard Lewis Home, Bagdad

Saturday 25- OPEN DATE TBA (Looking for Suggestions)



World War II Poster

2014 "BRITS ON THE BAY" SPONSORS

Please look over this list. If you brought in one of these sponsors last year, we are counting on you to make the contact and bring them back for 2015

Mini of Pensacola	DeWeese
Jaguar of the Gulf Coast	Manske
Jaco's Bayside Bar & Grill	Schmitz
B & M Starter and Alternator Serv.	Lewis
Highlands Historical Consulting	Manske
Jewelers Trade Shop	Manske
Frontier Motors, Inc	Salm
Hoods Discount Home Center	Willows
Patrick Broadus, Financial Advisor	Matsoukas
Zaxby's	Salm
AAA Custom Cabinets	DeWeese
A & E Pharmacy	Joe Stephens
Ace Unlocks	Salm
Air Tool Company	DeWeese
Andrew Acker, DMD	Derby
All Pro Tune Up	DeWeese
Allen Turner Automotive Inc	Salm
Anchor Pest Control Inc	Overly
Apple Market	Salm
Auto Save Tire & Service Center	Fell
Baughn Alinement Service	Manske
Bobby Likis Automotive	DeWeese
Bob Cole's Automotive LLC	Willows
Brown Galloway Associates	Ciardello
Carmen & Elaine Ciardello	DeWeese
Carpenter's Campers, Inc.	Cunningham
Classic Motorcar Services - R Cunningham/R McDonald	Matsoukas
Coastal Engine and Machine Inc	Stephens
Coastal Machinery Co	Salm
Creative Flooring of Pensacola	Mahone
Crestview Sears	Stephens
Custom Control Solutions	DeWeese
Cut-N-Up Barbering & Style	Darby
Darby Classic Restorations	Salm
East Hill Market	Meyer
Eddie English Company	DeWeese
Eddie Mercer Automotive	Derby
Edward Jones-John Peacock	Henson
Evans Automotive Service Center, Inc	DeWeese
Executive Imports	Moseley
Five Star Automotive	Salm
The Flip Factory	Olive
Hawsey's Book Index, LLC	Salm
The Hair Hut	Willows
Hi-Tech Car Wash	Henson
Hirst Transmission Specialists	Meyer
JR'S Paint & Body, Inc	Meyer
Kevin A. Peterson	Overly
Live Oak Medical Associates	Manske
Loftis Marine Division	

Logbook Magazine
 Maaco Auto Painting
 Margaret Porter Insurance
 Mike Ryan's Truck & Auto Accessories
 NAPA
 Northwest Florida Oral & Maxillofacial Surgery
 Oooodles Antiques
 Michael C. Parker DMD
 The Paint Mart
 Penton's Auto Trim & Truck Accessories
 Pensacola Bay Stucco, Inc
 Pentica Motor Works, Pensacola
 PLC Signs
 Pine Meadow Veterinary Clinic
 Pop's Attic Storage
 Raley Brake & Alignment Service Inc
 Rainbow Snowcones - The Bachmanns
 Ritcheys Service Center
 Robert Tau Automotive, Inc
 Dr. Edwin Roberts Chiropractic
 Robinson Automotive, Inc.
 Salvator & Associates
 Security Engineering, Inc.
 Sew Sew Embroidery
 Sonny's Real Pit Bar-B-Que
 Southeastern Reps, LLC
 Southern Gardens Florist & Gifts
 S & S Plumbing
 Taber's Toybox
 The Tool Shack
 Tiger Condo Rentals, LLC
 Vince Whibbs Automotive Group
 Winged Wheel Garage

Powers
 DeWeese
 Derby
 DeWeese
 Willows
 DeWeese
 Willows
 Salm
 Salm
 DeWeese
 DeWeese
 Bamford
 Stephens
 Salm
 Salm
 DeWeese
 Bachmann
 Meyer
 Henson
 DeWeese
 Overly
 Willows
 Salm
 Kay Kay
 Willows
 M. Kay
 Manske
 Salm
 Tompkins
 Matsoukas
 Matsoukas
 DeWeese
 Willows

A Special Thanks to the following donors who have made Special Contributions to the success of Brits on the Bay:

Moulton Properties

Pep Boys

Rich Willows

Gus and Ann Fell

United Bank

Curt Derby

Pensacola Bay Brewery

David Hambrick

Jeff Olive

Don Hambrick

MISSING THE MARQUE

This Month's *The British Line* submission for *The Marque* by Taber Tompkins

I am personally very thrilled and excited as the newly elected and installed President of the Panhandle British Car Association. I will take over the reins from our outstanding past president, although he is a tough act to follow. and our normal contributing editor, Dr Richard Lewis will remain as our contributing editor and club secretary. However it is the guidance and leadership he has provided to our association as President for the past two years that has resulted in a very strong club, two years of extremely successful Brits on the Bay car shows,

a large and enthusiastic membership and a schedule of events that has kept everyone



Installation of Officers

socializing, touring, and showing their cars. Many thanks to Richard.

Recent Events



Members enjoy cocktails before the party

PBCA Christmas Party.

On December 6th, fifty-five members gathered at 6:00 pm at the Pensacola Crowne Plaza Grand Hotel to celebrate the Christmas season. The evening started with a cocktail party for conversation and drinks. A buffet dinner was then served in our private dining room followed by awards and installation of new officers. The event was very well orchestrated by Therese Hemmert who also prepared a nice gift basket which was won by one of the attendees. Bob Manske then presented the "Members Most Likely to Get Lost on Rallyes" Trophy to Mark and Judy Huber. This is a "tongue in cheek" annual traveling trophy presented to the couple who have shown the most disastrous tour and rallye results for the previous year.

Following the dinner and awards, the group had a fun time with the annual "Dirty Santa Gift Exchange".

Lillian Christmas Parade

PBCA fielded 10 British cars for the Annual Lillian Christmas Parade. Three cars from the Mardi Gras MG Club joined in the gala event. The weather was beautiful and in the 70s. Members had a variety of throws for the children, and a large group of older folks, and littered the

streets with Tootsie Rolls, beads and stuffed animals. All of the cars were well-decorated and everything went well other than one car making it only about 100 yards before coming to an abrupt stop. Tom Schmitz's Mini Moke, driven by Mickey and Kay Kay, lost the fuel pump so they

were the only ones to see the entire parade....from the side of the road. Oh Well, there will be another one next year.

Christmas Bake Contest

This was a first time event for PBCA and was so well received that it is already on the agenda to be repeated in December 2015. Twenty-

four members gathered Sunday, December 14, at the Bagdad, Florida, Historic Museum. Richard Lewis made a very interesting presentation on the history of Bagdad which was a major business and industrial area of northwest Florida 100 years ago. He then led the group of 12 cars on a tour of historic Bagdad viewing several styles of homes dating back to the 1800s, including the home where he grew up.

Most everyone attending the party brought their favorite dessert creations and Therese Hemmert prepared a lavish luncheon. It was definitely not a day for dieters. The cakes, cookies, pies, brownies, cheesecakes and cupcakes were devoured with gusto before folks headed home after a highly successful and filling afternoon. Winners of the Contest were Judy Huber, German Chocolate Cake; Darla Willows, Chocolate Fudge Cheesecake; and Melissa Silhan, Bread Pudding. All three were delicious and oh so decadent.

Breakfast at the Grand

PBCA started 2015 with its monthly First Tuesday Breakfast at the Grand on January 6th. About thirty members showed up at the Pensacola Grand Hotel to visit, trade notes on

holiday doings and to greet two special guests from New Zealand.



Members Richard Lewis and Bill Silhan enjoy Breakfast at the Grand with Elizabeth and Fred Smits, facing the camera, guests from New Zealand who gave a presentation on their five-year tour of the world

join us for the Tuesday breakfast. After meeting most of the members they made a very interesting presentation telling the group about how they developed the idea for touring the

world, the planning that went into the project and some of the sites they have visited so far. Later they visited the Naval Aviation Museum and spent time with Bill and Melissa Silhan. They were staying at the KOA in Lillian, AL. Wednesday morning they spent several hours visiting Tom and Jeanne Schmitz viewing his collection of both full size cars and model cars and toys before leaving for Tallahassee.

Snowbird Festival

The organizers of the Orange Beach, Alabama, Snowbird Festival invited the three area British car clubs to put together a show and shine display of their LBCs on Saturday, January 10th. Members of South Alabama British Car Club, Mardi Gras MG Club and PBCA weathered 30 degree temperatures and showed up with 17 cars for the display.

The nine PBCA members attending were Keith and Gail Sanders, '97 Jag XJ6; Vince and Pat Cooke, '69 XKE Roadster; Tom Schmitz, '69 XKE 2+2; Rich and Darla Willows, '58 Austin Healey 100-6; Mike Lindley, '80 MGB LE; Richard Cunningham, '64 XKE Coupe; Jerry Crompton, '07 XK8 Coupe; Allan and Jane Comer, '14 Jag F Type V8 Roadster; and Bill Moseley, '80 Triumph TR8.



PBCA at the Snowbird Festival

Fred and Elizabeth Smits are on a five-year world tour and they are doing the tour driving a 1957 Mercedes 220 sedan and towing a specially designed pop up camper. They are currently traveling the United States for about a year and will move on to Mexico and South America next summer. PBCA member Bill Silhan met them at an auto museum in Tupelo, Mississippi, and when they told him they were making a stop in Pensacola, he invited them to

Comments on our cars from the Snowbirds were very positive and enthusiastic. A lot of the Snowbirds were in our age group and fondly remembered the British cars from their youthful days. Many of them told stories of the British cars that they had had back in their 20s and 30s!

Taber Tompkins

PBCA Officers for 2015:

President	Taber Tompkins
Vice President	Paul Salm
Vice President	Marc Cherry
Secretary	Richard Lewis
Treasurer	Tom Schmitz
Newsletter Editor	Richard Lewis
Club Regalia	Mickey Kay
Technical Advisor	Mike Darby
Webmaster	Mike A. Japp
Show Committee Chairman	Tom Schmitz
Members at Large	Franz Bachmann Bill Weeks Bob Henson Therese Hemmert

Volunteer List Sign Up Sheet

Brits on the Bay – April 18, 2015

We need your help! Below is the list of show positions and who's involved so far. Please contact Tom and sign up to help. We had 75 volunteer positions filled last year to make the best show ever. Please step up and help!

Confirmed Names in **BOLD**

Unconfirmed names **highlighted** (please contact me at redshirt98@att.net to confirm)

Please write your name into an area you would like to help with

Chair: **Tom Schmitz**

Assistant Chair: **Bob Henson, Tom Matsoukas, Marc Cherry**

1. Site Preparation: Friday-Saturday

Tasks: cut grass, collect garbage and debris, prepare electrical hookups, set up stage for band and prepare changing area for performers, toilets. Start site prep on Thursday before show.

Volunteers: **Bill Weeks**, chair, **Keith Sanders**, **Gus Fell**, **Bob Henson, Paul Salm, Tom Matsoukas**

Everyone will be tasked with clean up after show.

2. Parking:

Tasks: Mark spots for exhibited cars, organize volunteers for efficient direction of cars, mark entry and exit points, distribute goodie bags

Volunteers: Marc Cherry, chair, Bill Weeks, Richard Lewis, Rich Willows, Al Deweese, John Grossi, Gus Fell, Ralph Overly, Paul Salm, Tabor Tompkins

* adding the use of 6 walkie talkies this year and alerting volunteers of specific time to report to duty.

3. Reception/Registration Area:

Tasks: Collect entrance fees, record entered car information, distribute windshield cards for judging, distribute ballots and dash plaques to all cars at Noon

Volunteers: Tom Schmitz, chair, Jeanne Schmitz, Midge Derby, Tom Matsoukas, Rich Willows, Al Deweese, Mike Bamford, Karlyn Cherry

4. Balloting:

Tasks: Organize plan for speedy and accurate ballot counting, count ballots and communicate results with award presenter.

Volunteers: Tom Schmitz, Chair, Gail Sanders, Donna Weeks, Rise Manske, Mitzie Maddox, Karlyn Cherry

5. Awards/Trophies:

Tasks: Select Awards, help determine winners, distribute awards at Awards Ceremony

Volunteers: Tom Schmitz, chair, Marc Cherry, Paul Salm

6. Specialty Awards:

Tasks: Determine winners, select and provide award, assist in distribution at Awards Ceremony, select judges

Rolling Sculpture Award- Bill Silhan

Special Category Trophies – Marc Cherry, Bill Silhan

Molten Family Award- Molten Family

Best in Show-judges - Mike Darby, Larry Norton and Bill Gillson

Peoples Choice- balloting

Volunteers: Tom Schmitz, chair, Bill Silhan,

7. T Shirts

Tasks: Select T shirts, see to printing and purchase, organize distribution to sponsors, organize sales to members and attendees at Show.

Design and Selection Volunteers: Curt Derby, Tom Schmitz

Show Sales Volunteers: Mickey Kay, chair, Kay Kay, Ann Fell) NEED 2 VOLUNTEERS

8. Goody Bags

Tasks: obtain bags, determine and obtain items for inclusion in bags, organize stuffing of bags and delivery to show site

Volunteers: Tom Schmitz, chair, Darla Willows, Rich Willows, Al Deweese

9. Sound System:

Tasks: Obtain sound system, set up at show site, operate sound system, serve as announcer during show

Volunteers: **Bob Manske**, chair, **Bill Weeks**, **Tom Matsoukas**

10. Show Promotions:

Task: promote show via mailing, radio & TV, newspapers promotions, live broadcast during show, Beatle Band, etc. Band Contracted \$400 Band will play from 12:30 -2:30

Volunteers: **Bill Weeks**, chair, **Keith Sanders**, **Curt Derby**, **Tom Schmitz**, **Bob Manske**

11. Awards Presentation:

Tasks: select and obtain appropriate awards and trophies, help determine awards winners, conduct awards ceremony, with order of awards to be 1. Class 2. Special awards 3. People's Choice 4. Best in Show

Volunteers: **Tom Schmitz**, chair, **Marc Cherry**, **Taber Tompkins**, **Mickey Kay**, **Bob Henson**

12. Photography:

Tasks: Position cars and photograph cars, distribute pictures to the website

Volunteers: **Mike Japp**, chair and web site manager, **Bill Mosely**, **Richard Lewis** (will provide general set of photos) **NEED 1 VOLUNTEER**

13. Motor Homes:

Tasks: Obtain and position motor homes for club use

Volunteers: **Gus Fell**, **Bill Weeks**

14. Friday Day Activities:

Tasks: Determine nature of visits, driving events, destinations, etc. Organize details of activities, and select leaders of activities. Assist in advertising Friday Events.

Volunteers: **Tom Matsoukas**, **Marc Cherry**. Co-chairs, **Henry Hensel**

15. Friday Night Reception:

Tasks: Set up Friday evening reception, organize food purchase and pot luck donation, and serving. Greet guests. Lead after party clean-up.

Volunteers: **Therese Hemert**, chair

Set Up: **Marc Cherry**, **Tom Matsoukas**, **Bob Manske**, **NEED 4 VOLUNTEERS**

Food Arrangement and Serving: **NEED 4 VOLUNTEERS**

Guest Welcome: **Marc Cherry**, **NEED 2 VOLUNTEERS**

Post Event Clean Up (10-11:30 pm): **NEED 4 VOLUNTEERS**

16. Food Booth:

Tasks: Select and obtain food & Drinks, arrange for food booth, set prices, conduct sale of food

Volunteers: **Therese Hemmert**, chair, **Gene Wilcox**, **Eve Wilcox**,

Kermit Hemmert, **Bob Manske**, **Monica Bachman**, **Marie Olive**

17. Raffle:

Tasks: Sell raffle tickets and prepare raffle presentation.

Volunteers: **Darla Willows**, chair, **J. Olive**, **Judy Huber**, **Paul Salm**

Featured Car

1963 Jaguar E-Type Roadster
Marc Cherry



I've been editing the newsletter for a while and have resisted featuring my own car. However, I think now is the time with Jaguar being the featured marque for this year's Brits on the Bay. As I come to the end of a two and a half year refurbishment, it's time to get it out on the road. I've had this E-Type since 2002.

During the first year we owned it, I received the heritage certificate as a birthday gift. Not only did we discover it to be a complete matching numbers car, we also found that the E-Type and I share a birthday. It is several years older than I, but is better looking. I know this because at several car shows and cruise-ins I have been asked if I am the original owner. Really? How bad do I look? The same sort of people also ask me what kind of mileage I get.

I wasn't always a Jaguar fan. I started with Pontiacs. I owned a near-flawless 1968 Firebird when I shipped out to England in 1998. I bought a 1987 XJ12 over there as my daily driver. I think I was the only person in England still driving an XJ12 every day due to being able to purchase gasoline at US prices. What a great car and what a pile of junk. I was under that thing nearly every weekend, but I learned how to work on Jaguars from the experience. I took the XJ12 to shows and fell in love with the E-Type.



Down to the bare metal for the firewall-forward restoration

We sold the Pontiac and started saving money. I swear I looked at every project car in England for two years. Almost every one was an ex-US car that had been reimported. All were basket cases. I didn't get to bring an E-Type home from England.

Shortly after moving to Montgomery from England, our real

estate agent, a Jaguar owner, put me into contact with a local import specialist, who put me in touch with a dentist in Nashville. The dentist knew of a car in Memphis. Did you follow all of that? I took a friend and fellow British car owner up to evaluate the car. That was a mistake. My idiot friend kept proclaiming that I had to buy this car. So much for my bargaining position. . . .

Soon the deal was done and I returned with the whole family and a trailer to collect our 'new' car. We made it back to Montgomery after dark. When I went to drive it off the trailer, the car refused to start



Engine goes back in late August 2014

due to a bad battery terminal. It was not the impression I wanted to leave my wife with.

Since then, it has worked brilliantly. There have been brief incidents where it failed to proceed, but never for more than a few minutes to sort it out. It has never stranded me and it has never needed towing. I put about 2000 miles a year on it. It loves to be driven.

Early E-types have a reputation for poor brakes and poor cooling. My experience has shown only poor maintenance can bring on these issues. When I got the car, it had old Vredestein tires on it. I couldn't lock up the brakes even with the old tires. I overhauled the booster and suddenly I could lock up all the tires. Then I got new sticky Pirelli tires and found that again, the brakes were not strong enough to lock up the wheels. New Kevlar front and rear pads made the brakes 'grippier' than the tires. I've never considered an upgrade as the stock system is great so long as it's well maintained.

Silted engine blocks and fan failure are why E-Types can overheat. I changed my coolant yearly and did a thorough flush of the system every spring. The only time I blew off coolant was because wiring to the fan failed. Twelve years of ownership in Montgomery, Tucson, and Pensacola have never caused the Jag to overheat with the stock system.



18 year old son prepares to take just-finished car out for break in miles--DENIED!

Corrosion in the cooling system is another matter. In 2012, on the way back home from Brits on the Bay, it began to run very rough. Corrosion in the head and block face sidelined the E-Type for two and a half years as I rebuilt the engine, entire rear suspension, gearbox, brake boosters and cylinders and painted, plated, and powder coated everything from the firewall forward. I didn't repaint the car or retrim it, as those items are doing well enough, but I did do a complete mechanical restoration from tip to tail.

I put on a lighter flywheel, bigger intake valves, forged pistons, revised rear oil seal, uprated oil pump and gas flowed the head. All other moving parts were renewed. The powder coating and machining were the

only jobs I outsourced. I really enjoy working on this car. While I'm running break in oil now, I will run synthetic in the engine now that it doesn't leak (much). I replaced the old radiator (a Jaguar-specified replacement that was different than the original style) with an aluminum replica of the original style radiator featuring a high-capacity core. It is a work of art. I am also using Evans Waterless Coolant. With a boiling point well into the 300s, I could run all day without a radiator cap. There's no boiling, so no pressure. I went this route because the previously mentioned corrosion necessitated all sorts of welding on the head and block and I never want to do that again. So far, the cooling system works great. The downside? The waterless coolant is over \$40 a bottle and because you don't mix it 50/50 with water, it takes five gallons to fill the system. Ouch! Still, that's much less than the cost for another visit to the machine shop.

I'm just getting my running in mileage now. Even with keeping the revs low, I can tell the engine is much livelier than before. I can't wait to get through the run in period. See you out there.

TOOL OF THE MONTH

MINI MILL

BY MARC CHERRY

Who doesn't like to make things? When something is well and truly busted, you have two options, buy another one or make a new one. Chances are if you bought a reproduction part, it needs modified to fit right anyway. Or maybe the replacement part is too good of a reproduction and they used the same low-grade metal the British used in the first place. I suffered the same as you but now I can actually make things out of quality metal with my new Harbor Freight Mini Mill.

I'm sorry, did you say Harbor Freight? Yes, I did and I've been after this thing for a while. Grizzly, Seig, and a couple of other reputable firms offer this same mill for a whole lot more money. Interestingly, they are all made in the same factory in China. The main difference is in support, instructions and some minor parts. The HF instruction manual is a few pages long. I skipped it and downloaded the Grizzly manual online.



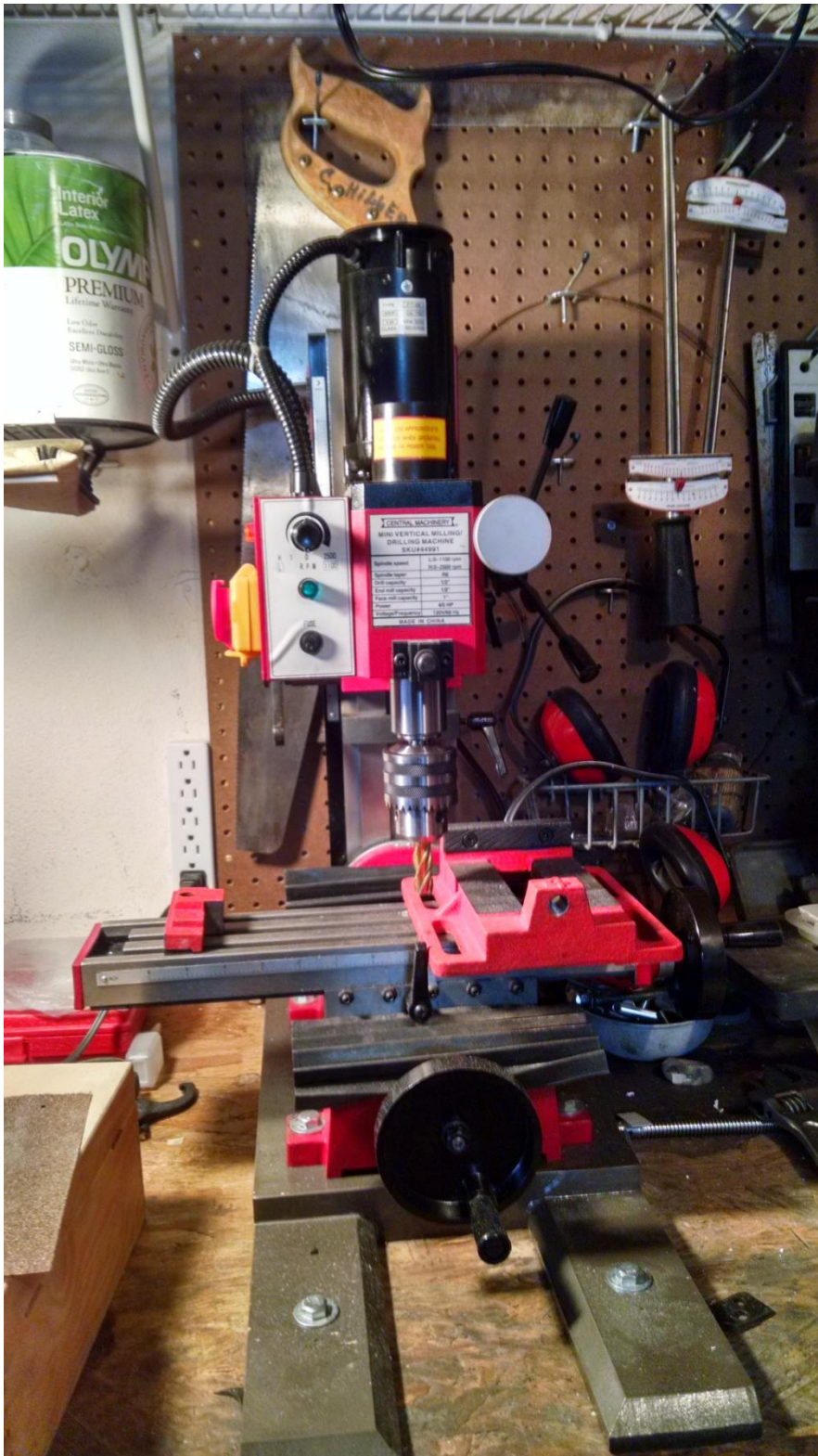
I purchased the mill on sale for \$549 at the same time I received a coupon for 25% off. That had this gem arrive at my door for \$461 shipping included. Owning a mill and milling are two different things. I'm sure I'll soon discover a parallel dissimilarity between milling and being a machinist. The mill weighs about 110 pounds and has to be mounted to a work bench. Oh, look, there's my engine crane in the corner—first problem of getting it up on the bench solved! The mill arrived with every surface and nook covered in some kind of red grease, rumored to be red Chinese dragon snot. It literally took hours to clean it. Of course, most fasteners were only finger tight and nothing was

"Frajeeelay"--Must be Italian? Nope, it's the Mini just landed on the doorstep

square. When I approached this as a mill kit rather than as a complete mill, I was a happy buyer.

The Mini Mill has the **potential** to machine parts to an accuracy of a few ten thousandths of an inch, but it arrived with the actual ability to do things with precision measured in tenths of inches. This is where I invested my time for real payback later. I found a multitude of great web sites and tutorials out there aimed at helping me set up and use my new mill. They were invaluable as I want to get the most out of the tool and not break it. Firstly, the column must be perpendicular to the table. This process is called 'tramming' the mill. By mounting a dial gauge into the spindle, I was able to finesse the 'trueness' of the column to within a one thousandth of an inch over eight inches of table (what traveled?) travel. That took some time. The next issue was the wobble in the table itself. Tightening the gib screws struck a balance between wobble and being able to move the table.

As purchased, the mill has astronomical amounts of backlash in all three axis. Backlash is the amount of turning on the cranks you have to do when reversing direction before any actual movement of the table or



Mini Mill installed, set up and ready to make things

column actually happens. It is play in the gearing just like the slack in a drive train. Careful adjustment takes most, but not all, of the backlash out in the X and Y axis of movement of the table, but the design of the column means I can still turn the wheel for a full revolution before the column reverses direction. All I had to do to address this was to measure and record the remaining errors and include them in my machining plans.

Now that I've invested the time in proper setup, I know my way around the mill and am ready to make stuff. The mill brings the capability to make/reshape brackets, calipers, fittings, bushings, shims and more. I am kicking myself for paying \$25 for a windshield washer motor adapter plate for the Jag. I could have made the thing for the \$461 cost of the mill myself! But the next one will be cheaper . . .

Smoke in the Wires is a publication of the Panhandle British Car Association
Contact Marc Cherry redshirt98@att.net for questions or submissions.

Check out the design for this year's T-Shirts. Pre orders coming soon!



PANHANDLE BRITISH CAR ASSN.

Pensacola, Florida

2015 SPONSORS REGISTRATION FORM

Pensacola "Brits on the Bay" / 23rd Annual All-British Car Show / April 18, 2015

CLASS TROPHY SPONSOR FEE...\$40.00 _____

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Payment must accompany application. check # _____

Make check payable to "PBCA" and give to PBCA representative or mail it with
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Tom Schmitz
9609 Soldiers Creek Drive
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Payment due prior to April 10, 2015 to be included on Display Poster at show.

SPONSORSHIP WILL INCLUDE PUBLICITY, PRODUCT OR SERVICE DISPLAY
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"BRITS ON THE BAY"

23rd Annual ALL-BRITISH CAR SHOW



APRIL 17 - 18, 2015

FEATURING JAGUAR

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(Do NOT fill in) CLASS

CAR NUMBER

Show Registration:

* REGISTRATION FEE \$25.00 if received by APRIL 17,2015.

* Registration Fee \$30.00 Day of Show.

* Additional cars/bikes: \$15.00Please use a separate form for each additional car/bike.

Name (Last,First,MI) _____

Address _____

City / State / Zip _____

Telephone Number _____

E-Mail (only for show info.) _____

Car/Bike Year: _____ Make: _____ Model: _____ Color: _____

Will you be attending the Friday Tours? _____

Will you be attending the Friday night welcome party?. _____ How many persons? _____

CLUB AFFILIATION(s) _____

I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, and the Panhandle British Car Association, Inc., collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in the Pensacola British Car Show. I understand and agree that the Panhandle British Car Association, Inc., reserves the right to revoke my registration fee should I engage in reckless, dangerous, and/or unsafe behavior.

I HAVE READ, UNDERSTAND, AND AGREE TO THIS RELEASE.

Signature _____ Date _____

Mail completed registration form with check to:

Tom Schmitz, PBCA Treasurer

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CHECK NUMBER

Northwest Florida's Premiere All British Car Show
For additional information and updates, check our web site www.PBCA1.com
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