smoke in the wires

July '25

From the President

Paul Reese (pbca1president@gmail.com)

Here Comes The PIG!

Our tri-club annual Pig Roast is coming up Sunday 20 July, starting at 12:00 noon. Please note that this will take the place of PBCA's regular July meeting. The Pig Roast is again graciously hosted by **Tom Schmitz**.

Tom was born in Kansas City, Missouri. Following high school and 1 ½ years of college he joined the Army Security Agency for three years, He attended the Army Language School for one year learning Vietnamese before deploying to Washington DC and then the Philippines.

Tom with his MGTF, XK, and Sprie (photo courtesy Tom Schmitz)

Following the Army, he graduated the University of Kansas with a BS and MS in journalism. He joined IBM in Kansas City working in sales and then moved to Chicago until 1969.. Next he worked for other tech firms in Dallas, San Jose, Ca and Marina Del Rey, CA. He moved back to Chicago in 1972, taking the position of VP of Marketing for a software company he had helped found in 1969. He retired in 1982 following the sale of the company. He met Jeanne in Chicago and they were married in 1973. They moved to Alabama in 1989 designing and building their home in Lillian. Sadly, Jeanne passed in 2018.

Tom is one of the earliest PBCA members, joining in 1990, and he and his sister, Linda, attend club events regularly. And as many of you know, Tom has quite a collection of cars including 14 British cars. His collections also includes other antique cars, model cars, model trains, and artwork. His other hobbies include making stone jewelry and wood-working.

The Pig Roast started in the early 1990s and is held annually including the three area British car clubs. The location is 9609 Soldier Creek Road, Lillian AL. The directions are most easily found by Googling that address. Parking on the driveway and yard is reserved for British cars. Other parking is on the right of way.

The guest of honor, the pig, is provided by PBCA and attendees bring appetizers, salads, side dishes or desserts of their choice.

A special competition event, "Valve Cover Submarine Races," will be held this year. The valve cover that goes the farthest underwater wins. Valve covers will be "launched" from the ramp into Tom's pool. The cover will need wheels or some way of getting down the ramp on its own. The cover that goes the farthest by the time it sinks to the bottom wins (three tries per cover). Best Looking and Weirdest Awards will be given. Design choices are unlimited, other than nothing so heavy that it may dent the pool.

The Pig Roast will take the place of our July meeting. At our next executive meeting, 7 August and regular meeting 18 August, we will begin planning in earnest for our 18 April 2026 show.

Cheers,

Paul Reese

PBCA President

On the cover: ***Eddie Toenes*** *(left) and* ***Joe Stephens*** *guide the motor into* ***Monica Bachmann's*** *MGB (photo by* ***Bob Manske****).*

Activities Calendar

July 20, 2025
Tri-Club Pig Roast
Tom Schmitz Residence, 9609 Soldier's Creek Dr., Lillian, AL 36549, 12:00 noon. Bring a side item and whatever you like to drink. British cars park in the driveway, others on the roadside. The Pig Roast is considered the July meeting; no meeting will be held July 21.

July 25, 2025
Monthly Tech Session
Manske Garage and Cigar Joint, 6129 Dutch Way, Milton, 32570, 10:30-ish.

August 18, 2025
Monthly Club Meeting
Ace's Hangar Southern Grill and Bar, 3966 Avalon Blvd, Milton, 32583. Eat at 6:00, meet at 7:00.

August 22, 2025
Monthly Tech Session
Manske Garage and Cigar Joint, 6129 Dutch Way, Milton, 32570, 10:30-ish.

July 2025

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 PIG ROAST	21	22	23	24	25 TECH SESSN.	26
27	28	29	30	31		

August 2025

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

Tight Connections

Club and Member News

Projects Wrapping Up

photos by ***Bob Manske***

After several months of work, PBCA members are bringing two major projects to conclusion. First, Catherine Hajcak's MGTD, left to her by her late father and PBCA member Joe Hajcak, is now running again. It is now back home (leaving the Manske garage on a flatbed for safety's sake).

Catherine Hajcak's TD heads home..

The other major project was replacing the engine in Monica Bachmann's MGB with an engine donated by Joe Stephens. This engine, painted bright red, was finally dropped into the car last month. Final steps are underway, slowed by the need to source all the required parts. This project was led by Joe, Fred Veenschoten, and Eddie Toenes. "My contribution was only to give them space to work," said **Bob Manske**, although ***Ed.*** is sure the team appreciated having such a capacious, climate-controlled, and well-equipped facility.

Above, Eddie and Paul with the engine and transmission; below, guiding the assembly into the car.

Sir Richard's Fish and Chips Event

*story and photos courtesy **Paul Reese***

It was a 26 June, a Thursday night, and **Mollie** stated she would like a Friday Fish & Chips. Sounded brilliant! Weather looked fair, Sir Richard's food truck is always good, and maybe some club members would care to join. **Monica** sent out a note and the following awesome members showed up:

Fred & Toni Veenschoten

Paul & Lee Salm

Keith & Gail Sanders

Joe & Karen Iannello

Bill & Lisa Williams

Bill & Donna Weeks

Jack & Sarah Cowsill

Greg Woodfin

Bob Manske

Cameron Leonard

Some of the British motors at Sir Richard's

And we had at least three TR6s, an MGTF, an MGA, a Mini and a Jaguar XKR. There was the usual lively banter and we have some awards:

Least distance traveled: Bill & Donna Weeks—somewhere around 5,628 feet.

Hard Luck Award (two-time winner): Bob Manske—a rock out of nowhere on the interstate holed his Jaguar XKR windshield.

Good Luck Award: Bob Manske has a really good-looking Jaguar 510-hp XKR with air flow through the windshield.

Best Directions Followers: Jack & Sarah Cowsill, Flight Instructors at Pensacola Airport, as directed by Cameron Leonard, FAA Tower Controller.

TR6 Knowledge Master: Cameron Leonard. Example: Cameron, checking out one of three TR6s in the parking lot: "What year is that TR6?" to Greg Woodfin about his really nice green TR6. "It's a 1971." Cameron: "So that's not a Laurel Green." I almost spit out my Guinness.

*From left, **Mollie Reese**, **Paul Reese**, **Karen Ianniello**, **Joe Ianniello**, **Cameron Leonard**, **Paul Salm**, and **Lee Salm**.*

Most Jokes: Keith Sanders

Most Bad Jokes: Keith Sanders—Note: these are jokes where you laughed, and then thought "that was bad."

Easy Target: Joe Iannello—throws out super-nice self-deprecating sayings, that make it easy for me to use against him.

Best This Means a Party: Gail Sanders with Pink Sparkly Party Hat.

Cheers,

Paul Reese

Wiring Diagrams

Tech, Tools, and Tips

Carport Find MGB

*story by **Michael King***

I've just acquired my second MGB, a 1967 tourer. This is my fifth MG over the last five decades; the first three were Midget 1500s. After all this time, I finally have a chrome-bumper car (well, chrome and superficial ferric oxide).

The seller sent this photo with his ad.

My story with this car began a couple of months ago, when SABCC president Ben Cummings forwarded me a classified ad. He was contacted by the seller, who acquired the car when he bought the house in which it was enveloped. Let me explain. Said house is a small bungalow in the Spring Hill section of Mobile, built in 1947 during the post-war boom. The lot falls away, so the dwelling has storage areas underneath, including a carport of sorts. The MGB was in this carport, which was open on two sides, and it had sat there "for about thirty years." The seller wanted $1000.

But this was not just any MGB. It was a 1967, considered by many the best of the nineteen-year run. More impressively, it appeared to be rust-free. I called Ben. "Have you seen this car?" "Yes." "Any rust?" "No." I was intrigued.

As newsletter editor, I see new ads before anyone else in the club. I believe that obliges me to let everyone else have an opportunity before I express an interest.

So I waited. And thought about it. And finally, I reached out to the seller. He said he still had the car and told me where it was. Communications broke down for a couple of weeks, and my wife said that might be an omen, but not being possessed of her good sense, I tried again—and a time was set to meet.

The four presidents at stage 1 of the rescue.

On June 12, **Noel Eagleson**, Tom Renick, Ben, and I answered the question of "how many SABCC presidents it takes to inspect an MGB." The four of us examined the car carefully, found some parts in an adjoining room, and generally agreed the car was a good buy. A deal was struck, a handshake was exchanged, and the presidential contingent adjourned to nearby Dreamland BBQ to celebrate.

(story continues next page)

Carport Find MGB, continued

On July 2, the four of us extracted the car from its storage place, which involved moving not only the B, but also a locked trailer and a locked car belonging to the seller with jacks, tire dollies, and brute force. Tom towed it to the Garagemahal, and I met him and Noel there the following Saturday, where the three of us disassembled the seized rear brakes, converting the car from a dragger to a roller.

So what I have I learned about the car, and what will I do with it?

Noel sprays penetrating oil on the brake drum as Tom supervises.

First, it is quite complete. The engine bay is missing the heater blower motor and the air cleaners, but is otherwise intact. The soft goods in the interior are gone, except for the ratty seat covers, but the seat frames are fine and the dash, other than the glove box door, is intact—and its crash pad and vinyl topping are in good shape, as is the radio speaker console. The trunk has its spare, with what appears to be an original bias-ply tire on the rim, and the jack, spare tire hold-down, and knock-off wrench are present. The folding top frame is missing only a header.

Second, the car is mostly original. I need to order a British Motor Heritage Certificate, but its car number, GHN3L/118762, indicates a Mark I MGB built in March 1967, just before reversing lamps were added. Its engine number, 18GB-UH-84669, is also consistent with a Mark I MGB, without overdrive, produced about the same time as the car itself. Only a few modifications from factory specs are to be found—a vintage Les Leston wood-rim steering wheel, a luggage rack, a period-correct Motorola AM radio, and, most significantly, a respray from the original dark British Racing Green to a light silver. The old paint can be seen in the body cavities.

Finally, the overall condition of this long-unused B is remarkable, considering its storage conditions. All the body panels are extremely straight, including the aluminum bonnet, and none have been perforated by the tin worm. The trunk floor is similarly sound, and the floor-boards and sills appear to be as well, although we think some patching or replacing might have been done. Even the silver paint appears to be good enough that wet-sanding and polishing might make it quite serviceable.

The economics of restoration are usually not favorable to the one paying the bills. 1967 MGBs are desirable cars—one restored to a very high standard sold recently on Bring a Trailer for $24,550—but even that restorer probably did not break even. For that reason, I am leaning toward a sympathetic refurbishment. including sorting all the mechanical systems, installing a new top and interior, and saving the silver paint. That paint plays well into my personal preferences: I like blue. I have been pricing out a blue top, blue carpets, blue trim panels, and blue leather seats, rather than the original black. I have not, however, entirely ruled out a full restoration to as-new condition and color scheme.

Regardless, I plan to have fun (I already am). And, I hope to save a rather special MG for future generations to enjoy.

[*Note: I'm looking for indoor space to store and work on the car and will pay rent; if you can help, let me know.*]

Spare Wires

News on British Cars and the Hobby

Motivating an Industry: The BMC B-Series Engine

story and pictures by Rodney McDonald, SABCC

The BMC "B" Series engine was one of the world's most successful medium-displacement four cylinder power plants with production lasting some 32 years. Designed by the Austin Motor Company prior to their merger with Morris Motors and the formation of BMC, the B-series was one of the firm's earliest overhead valve engines.

Early B-series engine

In keeping with the technology of the times, the B-series one-piece crankcase and block was cast iron with a cast iron head. The camshaft was mounted low in the block. The overhead valves were operated via steel pushrods acting on rocker arms. Originally, the engine was built with a three main bearing crankshaft which gave early B-series engines a free-revving nature, but the lack of crankshaft support led to shaft "whip" and eventual failure. Later engines were supplied with five main bearings.

The standard cast iron head had two siamesed inlet ports and three exhaust ports, all on one side of the head. It also benefitted from work by legendary engine tuner Harry Weslake, who designed the unique—and patented—heart-shaped combustion chamber.

Its first production application was in the new Austin Cambridge saloon with engine capacities of 1.2 and 1.5 liters on offer. Morris used the B-series in their Cowley saloon and MG installed it in the ZA Magnette, albeit with twin SU carburetors which gave the sporty saloon 60 BHP—10 more than the single carburetor 1.5-liter Austin or Morris. MG further developed the engine for the MGA sports car and was able to extract 68 BHP with clever tuning.

The B-series went through an evolutionary change in 1961 when the block was redesigned to permit greater bore diameter. The engine received bores of slightly over 76mm which provided 1622cc capacity. Again, careful tuning increased power output up to 83 BHP. The final evolution of the B-series came when the capacity was increased to 1798cc with the introduction of the MGB.

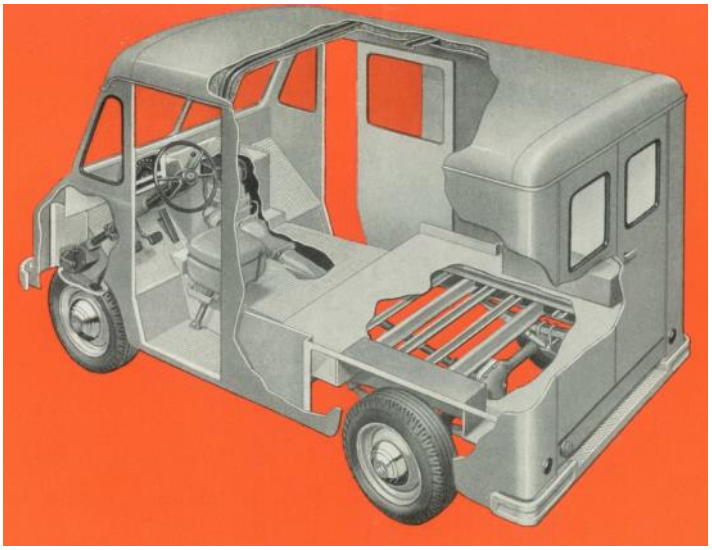
Engineers at MG were responsible for a couple modifications to the B-series, both of which involved overhead camshafts. A twin-cam version was introduced in a high-specification MGA produced from 1958 through 1960. This modification produced 108 BHP in high compression (9.9:1) form. The aluminum head was a cross-flow design with eight individual ports. The MGA Twin Cam developed a reputation for short service life primarily due to holed pistons. The issue was traced back to inadvertent lean running and was corrected, but the damage to the reputation of the engine was done.

(story continues next page)

B-Series Engine, continued

Twin-Cam head on a B-series engine

The B-series (in both gasoline and diesel versions) found a home under the bonnets of literally dozens of models around the world with some of the more unusual being Massey-Harris combines, International Harvester delivery vans and some Mercedes vans in the 1970s. The B-Series was also built under license by Nissan in Japan and Hindustan Motors in India.



International Harvester Metro-Mite Van

Auction Roundup: B-Series Engines

Below, some notable auctions of cars with the B-Series.

1958 MGA Twin Cam

Sold for $70,000 on Bring a Trailer

$70 large is big money, even for a twin-cam, but this red over black car is the first LHD twin cam built, and it was owned by British car distributor Kjell Qvale. First used as a racing car, many performance components are in place.

1966 MGB

Sold for $11,025 on Hemmings

Restored in 2013-2014, an overdrive 4-synchro transmission was fitted to this green over black car, but the engine was not rebuilt, and the engine bay needed detailing.

1957 MG Magnette ZB

Sold for $38,500 on Bring a Trailer

Stunning in two-tone green over tan leather, this Magnette was treated to a decade-long restoration. A Datsun 280ZX five-speed transmission was fitted, along with a three-main-bearing MGB engine, over-bored to 1950 cc.

1957 Nash Metropolitan

Sold for $8,025 on Hagerty

An unrestored survivor, this blue and white car was rust free, ran and drove well, and included a new interior kit.

PANHANDLE BRITISH CAR ASSOCIATION

2025 "Brits on the Bay" All British Car Show

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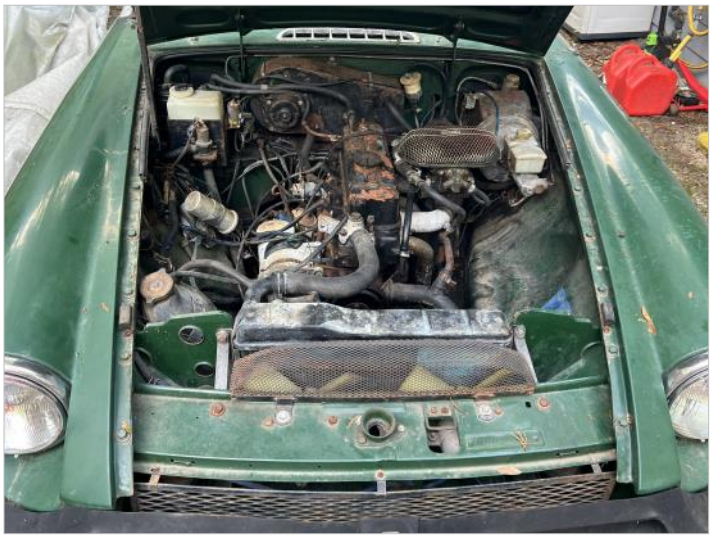
Classifieds

1980 MGB



Non-running 1980 MGB for sale in the Niceville area. The seller was given the car by an uncle, who had purchased the car new. It was parked in a climate controlled garage since 1997. Odometer appears to show 94K miles. Asking $2,250.

Ryne Davis

(850) 384-3067; Ryne.davis02@gmail.com

1967 Morgan Plus 4

Multi-year frame-up restoration recently completed. Car is as original as possible; stored in Pensacola; Florida title. Value is in the high $40-thousand to $50 thousand range. Accepting offers over $40 thousand.

Archie Hovanesian
(850) 748-0300

1965 Triumph Herald

Convertible (cloth top).

Keith Jarvis

251-422-7979

1975 MGB

Good running condition, no rust. Asking $3500.

Cathy Saxton

cathygsaxton@yahoo.com

1960 Morris Minor 1000 Tourer

This car won first place in the Small Sedan class at the PBCA show some years ago. Selling due to death of owner (seller's father). Spare parts included. $17.000.

Steve McCain
202-821-8753

steve.mccain1980@gmail.com

1974 Jensen Healey

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

Cortland Musgrave

504-559-4960

heytony9999@hotmail.com

Crankshaft Nut Found

Someone found this crankshaft pulley nut at the April PBCA show. Can anyone identify this nut? Does anyone know of someone missing theirs? Everyone should check their car to be sure their nut is still there. Please notify Fred Veenschoten with

1975 Norton Commando Roadster

Purchased in 1989 and rebuilt engine, valve job, new pistons/rings, seals, bearings clutch, transmission new seals and Superblend bearings, Lucas electronic ignition. Amal carburetors replaced. Engine and transmission do not leak. Wheels rebuilt with stainless steel spokes, brakes rebuilt, disks skimmed, stainless steel braided hoses, stainless steel caliper pistons, Front brake master cylinder re-sleeved for higher pressure stopping power. Many steel parts and fasteners have been replaced with stainless steel. All electrics have either been rebuilt or replaced, everything works as it should. Bike has always been kept in garage and climate controlled. Bike starts easily, runs and looks great. This bike is a rider's bike and not just for showing. Also included, bike cover, clutch removal tool, shop manual and parts catalogue. Dainese full leather riding suit, Euro size 54, Bell full face helmet, motorcycle boots and gloves. $18,500.

Jack Steinmetz

713 851 7609

jackstein52@gmail.com

1978 MGB

This 1978 MG MGB has been with the seller for over 15 years and is powered by a 1.8 Liter inline-four engine with a four-speed manual transmission. Features include a AM/FM/ cassette stereo, a luggage rack. Repainted in original white and equipped with a new black vinyl convertible top over a black vinyl/leather interior, this garage kept, rust free California car, MGB is available now and comes with a car cover, receipts, vehicle documentation, owner's and shop manuals, a box of additional parts. Clear Alabama registration in the seller's name. A set of 175/70 Pirelli radial tires mounted on 14-inch MiniLite wheels with chrome center caps. The bucket seats/head rests, steering wheel, gear shift boot and center arm rest are covered in leather. All gauges work; rolled-over odometer reads 03520 miles. Recent service includes fluid change and tune-up. Best in class at 2023 SABCC show. $7000.

Jack Steinmetz

713 851 7609

jackstein52@gmail.com

1971 Triumph GT6 MKIII

I found this car at an estate sale outside of Chicago a couple years ago. It was in a private collection on a lift for 25 years. It's still all original except for the paint and Pertronix ignition. I believe the paint is a Rover color. NO RUST on this car! Runs good. It's a driver, not a concours car. This car is so beautiful that it deserves to live. Asking $12,700 or best offer to a good home.

Brian Beauchamp

850-685-0140

Beauchamp.brian@yahoo.com

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.

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Just one more thing, please . . .

So you need a truck, but an F150 Platinum or a Denali Ultimate isn't "bougie" enough? You probably should have bid on this Rolls-Royce Phantom III, featuring a 7.3 liter V12. The car began life as a Hooper-bodied 1939 limousine, and it sold July 10, 2025 on Bring a Trailer for $120,000.