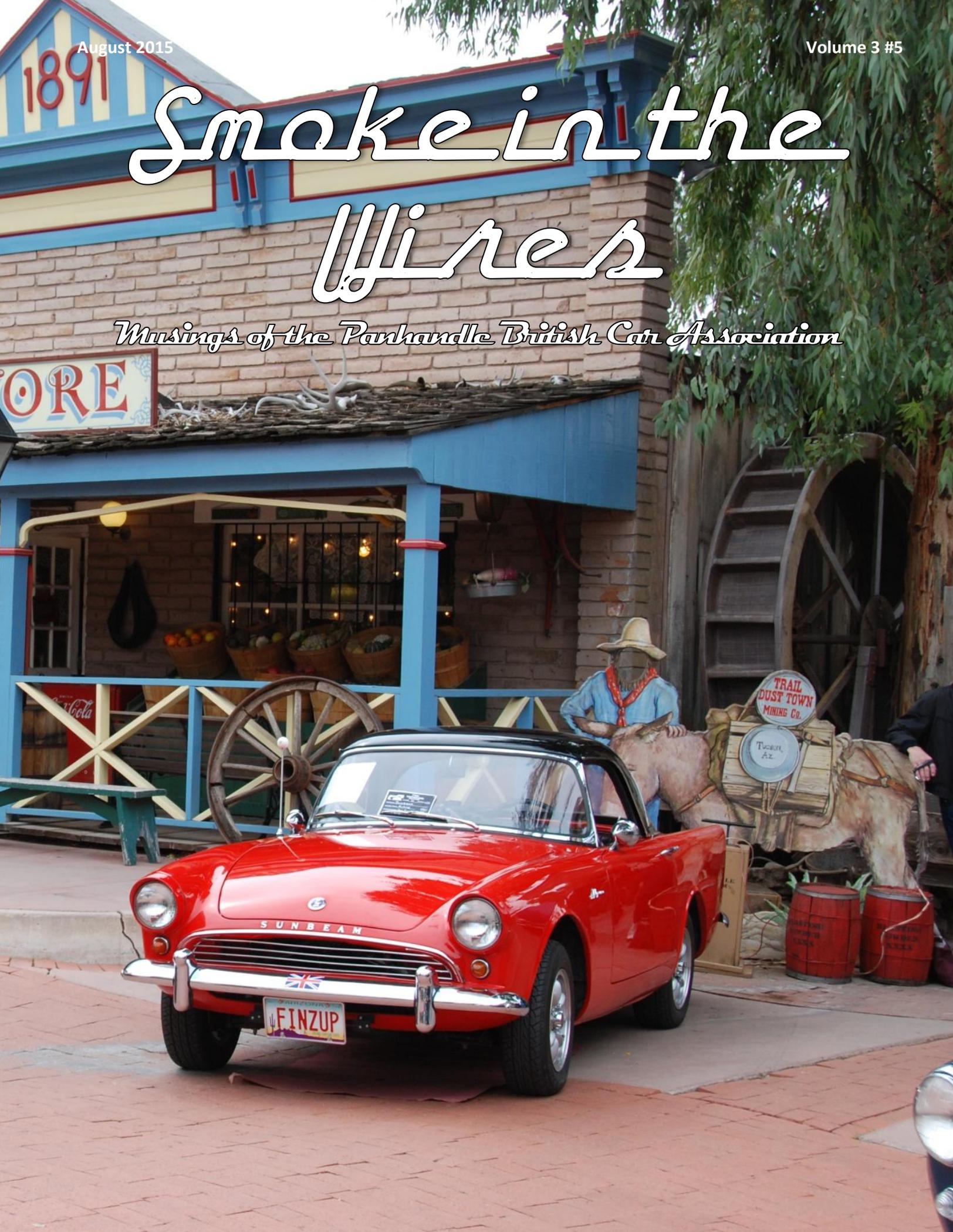


Smoke in the Wires

Musings of the Parkhandle British Car Association



Front Cover: Sunbeam Alpine by Marc Cherry
Flyleaf: The Skycycle X-2 by Joe Stephens
Back Cover: Finding Top Dead Center by Marc Cherry

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

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

Contents	
From the Editor	3
Upcoming Events	5
Missing the Marque	6
Pig Roast!	8
Auction Catalog Writer	10
Buying an E-Type	11
Featured Car	14
Tool of the Month	17
PBCA Facebook	19



Letting the Smoke out

Marc Cherry
Editor

Welcome to the August edition. You could just as well call it the “Too Hot to Work in the Garage or Drive the Un-Air Conditioned Car” edition. Although there has been activity, you just need to know where and when to find it. The summer months still have open car events around the area, but they tend to be early in the morning or late at night. We have elements in our club who won’t get up early and others who won’t drive at night, but I



Rare Jaguar XJ220 appears at Pensacola Cars & Coffee

have started to see a few of you at the morning events. Daytime driving events do not get a lot of traction this time of year due to the humidity and heat, so our summer focus is on social events.

Jeannie had 55 people converge on their place despite a day of rain.



Tom prepares to introduce the Guest of Honor at the Pig Roast

Lately I have been taking in area Cars & Coffee events. Both Fort Walton Beach and Pensacola have these informal gatherings. The idea is to just show up on a Saturday morning and show your car. No judging or prizes given. No care whether the public comes or not, just socializing with other owners. It’s

Our biggest mid-summer event is the multi-club shindig known simply as The Pig Roast. Sadly, I have to rely on eye-witness accounts as once again fell against a family birthday so I missed that this year. As always, Tom and Jeannie Schmitz play host as the Mardi Gras MG Club and South Alabama British Car Club join with us to enjoy an afternoon of fun and fellowship. Just look at the pictures if you don’t believe we can pull together a great event. Tom and



I met one enthusiast who knew so much about the car that he had never seen that I felt compelled to take him for a spin around the parking lot. Photo by Jordan Howard

been good so far and lots of beautiful cars and interesting owners show up and have a good time. I met Gus Fell, Bob Manske and Werner Kettlehack at the last Pensacola event. We had the good fortune to see one of the 275 Jaguar XJ220s ever built make an appearance. These are great events, though I wish they were even earlier in the morning as most Cars & Coffee events nationwide are.

The crowd at Cars & Coffee is very diverse with many younger owners in attendance. When I attend with the E-Type, it gains exposure to an entirely different crowd than at a British or even a general classic car show. I am perpetually surprised at how many young enthusiasts know about this car, but have not seen one in person. I think this is an important point for us to consider as we wonder how to grow and engage younger enthusiasts. Typical classic car owners chase down the cars that were contemporary, but unattainable in their youth. Rarer are the enthusiasts who have collected cars that pre-date them. In the future, this very type of collector will be who will have an interest in our cars. That level of enthusiasm only happens through physical exposure to the car and its current enthusiasts. For me, that happened while attending Jaguar events in England with my more modern Jaguar. In the future I will promote the upcoming Cars & Coffee events on our Facebook page and through our e-mail distribution lists. If we do not have a coinciding club event, it benefits us and the future of our hobby to make an organized appearance at these low pressure events.

I've been busy in other ways as well. Those of you who follow on Facebook will know I have been doing some catalog writing for Auctions America. Talk about an outstanding way to expand your taste pallet. I'll cover that more elsewhere in the magazine. I've continued to sort out the Jag as it concludes its break-in period. I'm even selling my engine stand and shop crane, so convinced am I that the engine is going to remain in the vehicle. I also

helped one friend sell an E-Type and another buy an E-Type. It was the same car and, amazingly, I am still friends with both. Indeed, I have been busy.



First oil change and no shavings or spare parts in the oil!

August officially begins our planning for the 2016 Brits on the Bay event weekend. The show committee met this week following the club breakfast to get things started. We have an executive committee meeting to finalize our fall events and regularly scheduled club meeting coming up on Monday the 17th as well.

I hope you enjoy this issue. In addition to tall tales of catalog writing and coverage of dual agent E-Type sales, we have the usual Tool of the Month feature and a rare treat as Joe Stephens brings in the Car of the Month in the form of a steam powered rocket! Can you get hotter than that in the month of August?



The E-Type is done! The shop crane and engine stand are being sold off!

PBCA 2015 EVENTS SCHEDULE

AUGUST THROUGH SEPTEMBER

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.

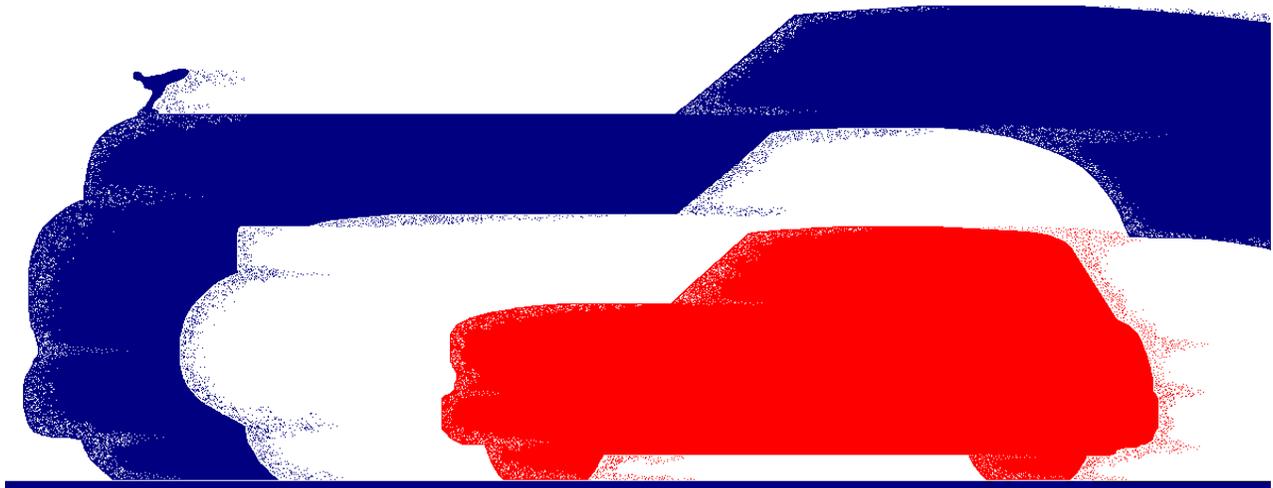
*Event details will be emailed and posted on the PBCA Website: www.pbca1.com
(PBCA Sponsored Events, Club Activities and Meetings in Bold type)*

AUGUST

- Monday 18 - PBCA Meeting at Sonny's
- Saturday 22 - Wentworth Museum and Lunch, Downtown Pensacola (Details TBA)

SEPTEMBER

- Tuesday 1 - Breakfast at the Grand, 10:00 am, Crown Plaza
- Saturday 5 - Emerald Coast Car Show Niceville, FL
- Saturday 12 - 'Saturday Night at the Drive-In Movie', Show Site, Colfax & 9th Ave. Dusk
- Wednesday 16 - PBCA Executive Committee Meeting, Crown Plaza
- Fri-Sat 18-19 - Natchez, MS, "Brits on the River" British Car Show
- Monday 21 - PBCA Meeting & Program
- Friday 26 - Fancy Friday Dinner on the Town, Location TBA, \$10 RSVP Required
- Saturday 27 - Dog Days Rally, Pensacola Humane Society, Details TBA



MISSING THE MARQUE

This Month's *The British Line* submission for *The Marque* by Richard Lewis

Running Out of Gas!

After a brief respite, filled with family, travel, and fun, Your Loyal Correspondent (YLC) is back at the old Underwood. He wants to thank good friend and member Marc Cherry for filling in during his absence. YLC read his article with great pleasure and not a little envy. Instead of circling the barn and wandering through the blackberry patch, Marc gets directly to the point with economy and skill. Thanks again, Marc.

YLC may be staring at the old Underwood, but it is in a listless fashion, in keeping with the weather in Florida during the summer heat. Any LBC driver brave enough to drive with the top down during one of our sizzling days risks permanent brain damage from Old Sol, who seems to have his temperature gauge set on extra high. The weather is either equatorially blazing or, all too frequently, blowing at hurricane speed, in a serious attempt to kill you. As a native Floridian, YLC should be well used to all this, but it seems never so.

That is part of the reason our usually frenetic pace of events and activities, to which PBCA members have grown accustomed, has slowed down considerably. For example, we postponed our Memorial Day event, the drive to Seaside and lunch at Goatfeathers, moving it to our usually delightful fall, because of extreme holiday tourist traffic on wicked Hwy 98 and high heat, a deadly combination. We have tried to plan most events that give some relief from the torrid sun, but have not abjured all road trips.

Because summer is also a time when many members take well-deserved holidays, we canceled our July monthly meeting, picking up again in August. Also, many club members will be together at the Pig Roast which happens to day before what would have been the July regular club meeting.

No one should assume that the calendar won't be full in August and September, and on into the

year. Thus follows a listing of recent and upcoming events.

Recent Events:

June 27 - Baldwin County Heritage Museum Drive and lunch at the Derailed Diner.

A good turnout of 16 PBCA members showed up at Lillian, AL, to head for the Museum, near Elberta, Alabama, for a tour of the vibrant Baldwin County history and culture. Tom and Jeanne Schmitz led the caravan consisting of Bob and Rise Manske, Mickey and Kay Kay, Taber and Joan Tompkins, Al Deweese, Jeff and Marie Olive, Rich and Darla Willows, Bob Henson and John Grossi and his son. The tour started out with a back roads tour of south Baldwin County. As predicted, we encountered several intermittent showers on the way to the museum but soldiered on with no ill effects. Following an hour and a half at the museum we proceeded north through the countryside to the famous Derailed Diner for lunch, surrounded by transportation memorabilia of all sorts and enjoying the always good food the Diner prepares.

The lunch was originally scheduled to be at the well-known Lulu's in Gulf Shores. But, it was decided to avoid Gulf Shores or any place even near the beach when it was discovered that there were over 900 little league baseball players and their siblings, parents and other hangers-on in town for the weekend overpopulating the various beach eateries. This is certainly a time when all knowledgeable residents make all efforts to avoid the coast. We will venture back to the beach in the fall when the tourist go home and before the Snow Birds show up for the winter.

July 19th - 20th Annual All British Car Clubs Pig Roast at the Schmitz residence in Lillian, Alabama. This event, welcoming not only PBCA members, but our good friends in the South Alabama British Car Club and the Mardi Gras

MG Club, is a prime event for all. Although at this writing still to come, YLC knows in advance it will be a remarkable opportunity to greet old friends and enjoy sumptuous foods of all kinds, many prepared by the excellent cooks among all the clubs.

August 4-Breakfast at the Grand at 10:00 am, followed by the first of the season "Brits on the Bay" Show Committee meeting.

A great breakfast place and our kick-off meeting to plan for the best-ever 2016 "Brits on the Bay" Show.

Upcoming:

August 7-Executive Board meeting at the Manske residence.

More information as it is available. This extended meeting will be devoted to updating our schedule of events, the By-Laws (** see below), Web Site, and other matters.

August 22- Drive to the Wentworth Museum and lunch at a place to be decided.

This spectacular museum, devoted to the history of Pensacola, the first city to be settled in America (however, not continuously; that honor goes to St. Augustine), has recently had a number of new exhibits added. It will be a treat to even recent visitors. Lunch at one of the extraordinary restaurants in downtown Pensacola will follow.

****Bylaws Revisions:** The current Constitution and By-Laws of the Panhandle British Car Association with were approved and implemented in September 1992. They are out of date and in need of updating and revisions to reflect the manner in which to club currently operates. The Bylaws Review Committee of the Executive Committee is currently reviewing the documents and will soon propose various revisions and submit them for club's approval. At that time it will be necessary for at

least two-thirds of the current membership to approve the revisions. The new By-laws will be published for two consecutive months in this newsletter. At that time members will be asked to vote on approval. That procedure will be outlined at that time. It is asked that all members keep this in mind and actively help in accomplishing this effort.

3rd PBCA Cruise upcoming in January 2016:

The first PBCA Cruise was in February 2011 for 10 days on the Emerald Princess. Thirteen members and friends visited the Eastern Caribbean and had a great time (see photos). One of the highlights was the zip line on St Maarten.

The second PBCA Cruise was in February of this year aboard the Norwegian Dawn out of New Orleans to the Western Caribbean. Thirty-one members and friends joined us for a fun time. Again, among the many activities, the PBCA zip liners hit the lines on Roatan, Honduras.

The third PBCA Cruise has been announced and so far nine couples have signed up. This trip will be aboard the Island Princess out of Ft Lauderdale for 10 days cruising to the southern Caribbean, including Aruba, Cartagena, Columbia, the Panama Canal, Colon, Costa Rica and Grand Cayman and returning to Ft Lauderdale. Any British car enthusiasts are welcome to join us and do not need to be PBCA members. We already have an MGB owner from Wisconsin joining the group, of course she is not unknown to the group as she was part of the first two cruises and is Tom Schmitz's sister Linda.

If you are interested in joining us on this cruising adventure, contact Tom Schmitz, 251 961-7171, tschmitz@gulftel.com for details and costs.

Until next time, remember that only "Mad Dogs and Englishmen go out in the noonday sun".

Pig Roast!

One of Our Greatest Annual Events

19 July





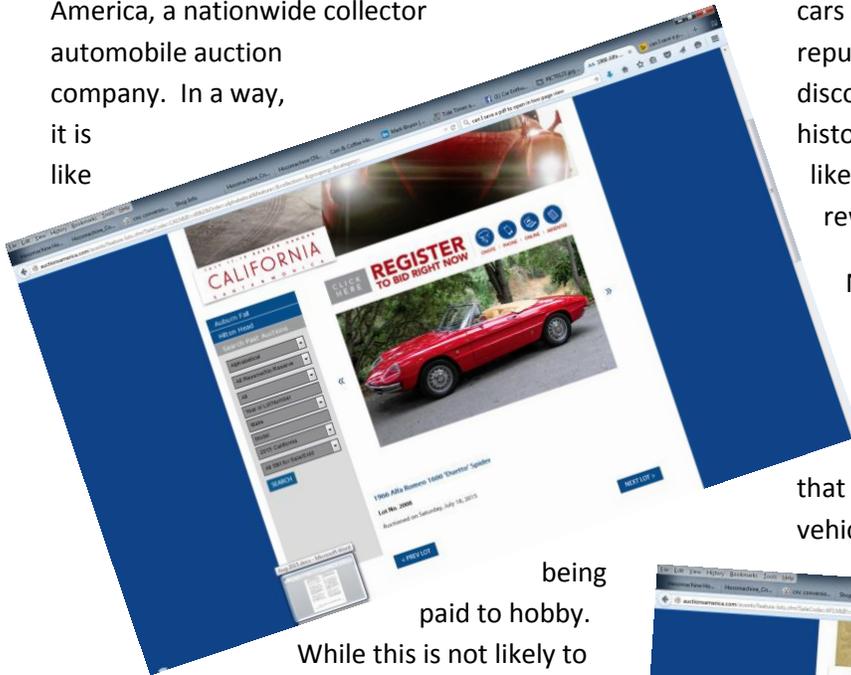
Another Side of the Hobby: My Adventures as an Auction Catalog Writer

By Marc Cherry

A very lucky few of us make money doing what we love. I've picked up an interesting gig here and there as a contracted catalog copy writer for Auctions America, a nationwide collector automobile auction company. In a way, it is like

There is a lot of satisfaction in doing it right. I have caught and corrected VIN errors and date of manufacture errors that have helped represent the cars more accurately and build the company's reputation. I'm very happy with that. I've also discovered a car represented without significant history to instead be a very early production car and likely one of the oldest survivors. That was rewarding too.

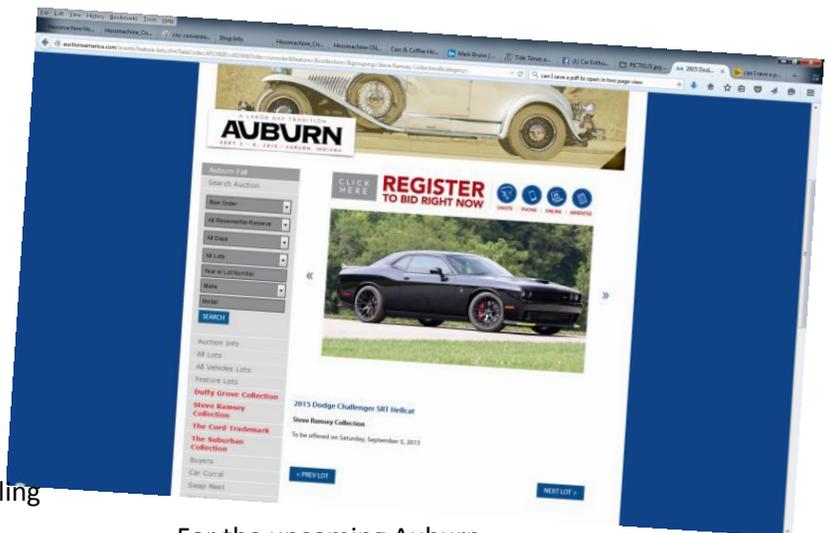
Not long ago I got to write on a 1966 Alfa Romeo Duetto Spider. I was fascinated to learn the model's history. Fiat held a contest to name the car. The winner got a new Duetto as a prize. I picked up quite a few other bits of history as well that I wouldn't have if I'd stayed focused on British vehicles as I usually have.



being paid to hobby.

While this is not likely to make me enough money to keep the Jaguar in the manner to which it has become accustomed, I enjoy the exposure to the higher levels of the hobby and have been having a ton of fun doing it.

I don't get to choose what I write on, but the marketing coordinator knows my expertise is in the European marques, so that is generally what comes my way unless they are in a scheduling bind. The truth is that the real fun is in working outside my comfort zone. Being asked to write on a car I don't know drives a lot of research. To properly promote a car, you have to be able to recognize significant production numbers, decode the VIN, and pick up the trail and trace its provenance.



For the upcoming Auburn, Indiana sale the company was in a bind with new consignments as the catalog was going to print. I was asked to write on six 1966-67 Chevrolet Novas. Five of them turned out to be very rare cars with 350 horsepower Corvette engines from the factory. Less

than 5,500 came from the factory this way and it has a huge impact on current value. These are the final word in collectible Novas (or is it Novae--what is the plural of nova anyway?) and I had five that all needed to be drawn out and prove their provenance as original cars yet not sound like their descriptions were all written by the same guy. That was a fun challenge.

I've also gained recent expertise on everything from Ford Tractors that have a step-up/step down transmission to give 12 forward speeds to the 2015 Dodge Challenger SRT Hellcat that has 707 horsepower, but only if you get to use the red key. In a hobby where we as owners tend to be very tribal, it is refreshing to step out and understand what excites a Nova or VW enthusiast. What a great experience!



Buying an E-Type: A View from the Middle

By Marc Cherry

A few weeks ago a longtime friend contacted me to help him evaluate his 1969 E-Type Coupe and get it ready to sell. He had come to the realization that he wasn't really motivated to give the car what it needed for restoration and was ready to let it move on after 39 years of ownership. The car had been laid up for several presidencies and had a lot of unknowns to check out.



The appointed Saturday came and I loaded every tool I could think of to resurrect a dead cat and headed out in my own E-Type to take a look. I was happy to find a car that had some rust, but wasn't really a basket case. My friend and I agreed that the car would be worth considerably more if it were running. To this end my friend had put oil into the

cylinders and purchased fresh gasoline and all the fluids. A quick rock of the car while in gear told us the engine was free, so we changed the oil and refilled the cooling system. I torqued the head and removed the plugs.





The fuel system was a mess. We drained it and opened and flushed out the sump. The tank would still need a full service, but we got the sump cleared of sludge and varnish. After installing the new battery,

we turned on the ignition. Instead of the clicking of a happy fuel pump, we had silence. We fixed the fuse. Nothing. We repaired the bad ground at the pump. Nothing. I built a new spade connector to replace the twisted wire connection a previous owner had done. I suspect my buddy in this crime, but he denied it, especially after hearing the stream of invective I let out while I was wedged into the fender working on the pump. This finally did the trick and we were rewarded with eager clicking from the pump. We hooked everything back up, added gas, and turned on the ignition to get fuel to the carburetors. Instantly the click, click, click became click . . . click click silence. Sure enough, the pickup tube in the tank was solid. After another 30 minutes of effort that involved some chemicals known to only cause cancer in California and a rifle cleaning kit, we had a spotless pickup tube and fuel flowing to the carburetors.

With all the plugs out, we prepared to crank the engine looking to see solid oil pressure and oil in the cam galleries. It worked! The engine cranked easily and quickly came up to 40 psi of oil pressure. Sadly, our joy was short-lived. We were unable to make a spark



despite power to all the right places and the addition of a new condenser and points. Somewhere in the coil or the rotor and cap lies the answer.

Fast forward two weeks and my buddy e-mails me on Thursday night because he has parties interested in the car as is. Come Saturday morning, Werner Kettlehack and I are drooling over an extraordinarily rare XJ220 at Cars & Coffee and he remarks that he'd love to redo an E-Type coupe for touring. "Well Werner, I might be able to help you with that," I say. By that evening I'd planted myself firmly in the middle of things. I joined Werner to go take a look at the immobile Jag on Sunday. Both parties jokingly looked at me like a shady real estate agent and wanted to know who I was working for.

We looked over the car and I'd already presented both of them with my market estimate. I pointed out the good, the bad and the unknown and then excused myself to take a walk. When I returned, everyone was happy and the deal was done.

This past weekend Werner called me up and asked if I could help load it. Why not? My wife and I decided to make a morning out of it by taking our E-Type out for an extended run with a brief stop for me to help load the car. She fell easily (though not unexpectedly) into the trap and was soon shanghaied into pushing a recalcitrant Jag up onto a trailer. After a brief comedy, the E-Type was loaded on Werner's trailer and our part in the adventure was over as Werner and the '69 Coupe headed south to get started on the restoration.



Featured Car

1974 X-2 Skycycle Evel Knievel

Photos by Joe Stephens Words by Marc Cherry

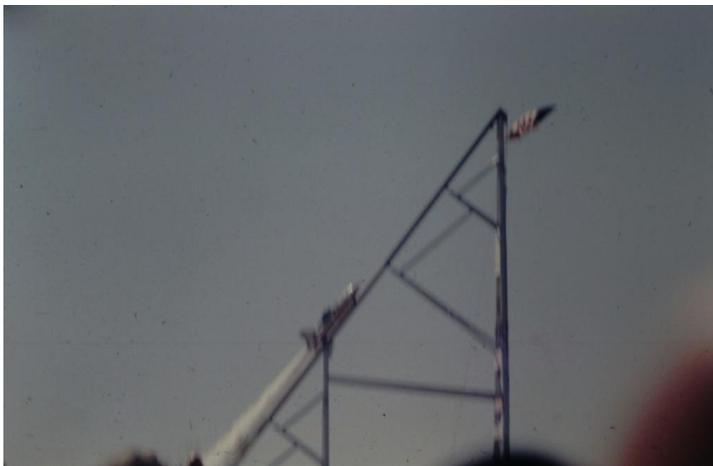
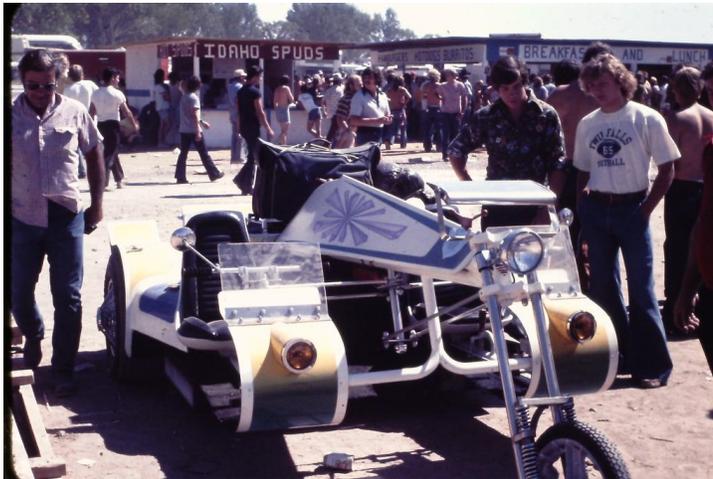


In 1974, the US was just getting started on what would become known among car enthusiasts as the Malaise Era. The war in Vietnam was winding down. The moon landing program had ended. The nation was embroiled in the Watergate scandal. There was not a lot going on that the public could get behind, but there was Evel Knievel. His record of death-defying stunts and showman image was something the public could, and did, get behind. Knievel's record of successfully completing jumps was actually not that great. However, Evel's very public and spectacular mishaps fueled the public fervor even more.

Most famously, Evel Knievel had failed to land safely after jumping the fountains at Caesar's Palace in Las Vegas, Nevada. ABC Sports had refused to buy the rights to broadcast the jump so Evel commissioned the filming of the footage himself. After the disastrous landing that resulted in a crushed pelvis and femur, broken ankles, hip and wrist, as well as a concussion, ABC paid considerably more for the rights to the footage and a star was born.



Evel Knievel had stated an intention of jumping the Grand Canyon but quickly discovered that the Department of the Interior would never allow it. His search for a suitable substitute led him to the Snake River Canyon in Idaho. Evel leased private land and commissioned aeronautical engineer, Doug Malewicky, to develop rocket-powered motorcycles for the stunt. Propulsion engineer, Scott Truax, designed and built the steam-powered rockets that would propel the "Skycycles", as they were nicknamed. The initial X-1 Skycycle gave way to the refined X-2 Skycycle. Only three were built. The first two were used for testing while the third was used for the famous canyon jump attempt.



The jump was set for the afternoon of Sunday, September 8, 1974, from the south rim of the canyon and was promoted for weeks ahead of time. PBCA member, Joe Stephens, was just one of the estimated 40,000 people who migrated to the Twin Falls area to take in the event. Joe Stephens planned the trip with his brother. They rode their bikes up to Idaho to join the festivities. The crowd was vibrant and there were thousands of motorcyclists that turned the whole scene into a giant party and, at times, a near riot. Joe was kind enough to share his historical pictures of the gathered crowd, the bikes, and the X-2 Skycycle.



Sunday dawned bright and clear as the rambunctious crowd gathered. Famed acrobats and friends of Evel, the Flying Wallendas, kept the crowd entertained and placated during Evel's flight preparations. After much fanfare, a crane lifted

Evel into the cockpit and final launch activities began. At 3:36 pm Evel Kniewel and the X-2 thundered up the launch ramp and into history. Or so it would have been. The drogue parachute prematurely deployed even as the Skycycle accelerated up the launch ramp. The chute opened due to a hatch malfunction and induced significant drag. Despite the parachute pulling behind, the Skycycle X-2 actually crossed the entire Snake River Canyon and cleared the north

rim before winds caused it to drift back into the canyon. The Skycycle X-2 crashed and lodged into rocks just a few feet above the water. Kniewel would have drowned if he had landed in the water, as a harness malfunction prevented him from escaping the crashed X-2. In the end, Evel Kniewel survived the jump with only minor injuries.



Thanks to evelkniewel.com, en.wikipedia.org/wiki/Evel_Kniewel and houseofevel.tumblr.com/page/2

TOOL OF THE MONTH

THE ULTRASONIC CLEANER

BY MARC CHERRY



We will go to great lengths to justify our hobbies. By great lengths, I often mean great lies. The very best items of desire will market themselves in a way that helps us in telling the great lie. You don't really want to lie to your spouse about why you bought a tool, but if you can lie convincingly to yourself, then what you tell her is simply the truth. Well, the truth as you understand it anyway. And so that is how it went with my acquisition of an ultrasonic cleaner. Right up on the front of the box it extolls about how awesome it is for cleaning jewelry. That sounds nice. The wife likes her shiny things shiny, right? Of course, you want to do nice things for your mate because she is the love of your life, also right?

It turns out that I seriously overestimated the volume of my wife's jewelry pieces because even bracelets would be dwarfed in the model I bought. Magically, an SU carburetor fits perfectly, though. Sure, there is a smaller model that

MIGHT be more suited for cleaning jewelry but, like a Clint Eastwood movie, for a few dollars more you can clean a carburetor AND jewelry.

Don't get me wrong, this beast cleans the ever loving snot out of jewelry. It is entertaining too. Toss even a clean-looking ring or bolt in and a cloud of corruption literally explodes off the surface. This often leads to a "What else can we try?" sort of experimentation. Unfortunately, whole garages, dressers, and closets will not fit into the machine. These are what my wife would really like to see me clean, but no luck for her.



Eventually the "What else can we try?" mentality ends with your hand in the cleaner while it is turned on. The labels in broken English warn you not to stick your hand in it, but of course you do. It cleans hands too—from the inside. I can only describe the sensation as a nails on a chalkboard feeling, but happening inside your joints. I bet you did not know that your knuckles can resonate like a tuning fork. They can. While not super painful, it is extraordinarily uncomfortable, not to mention memorable.

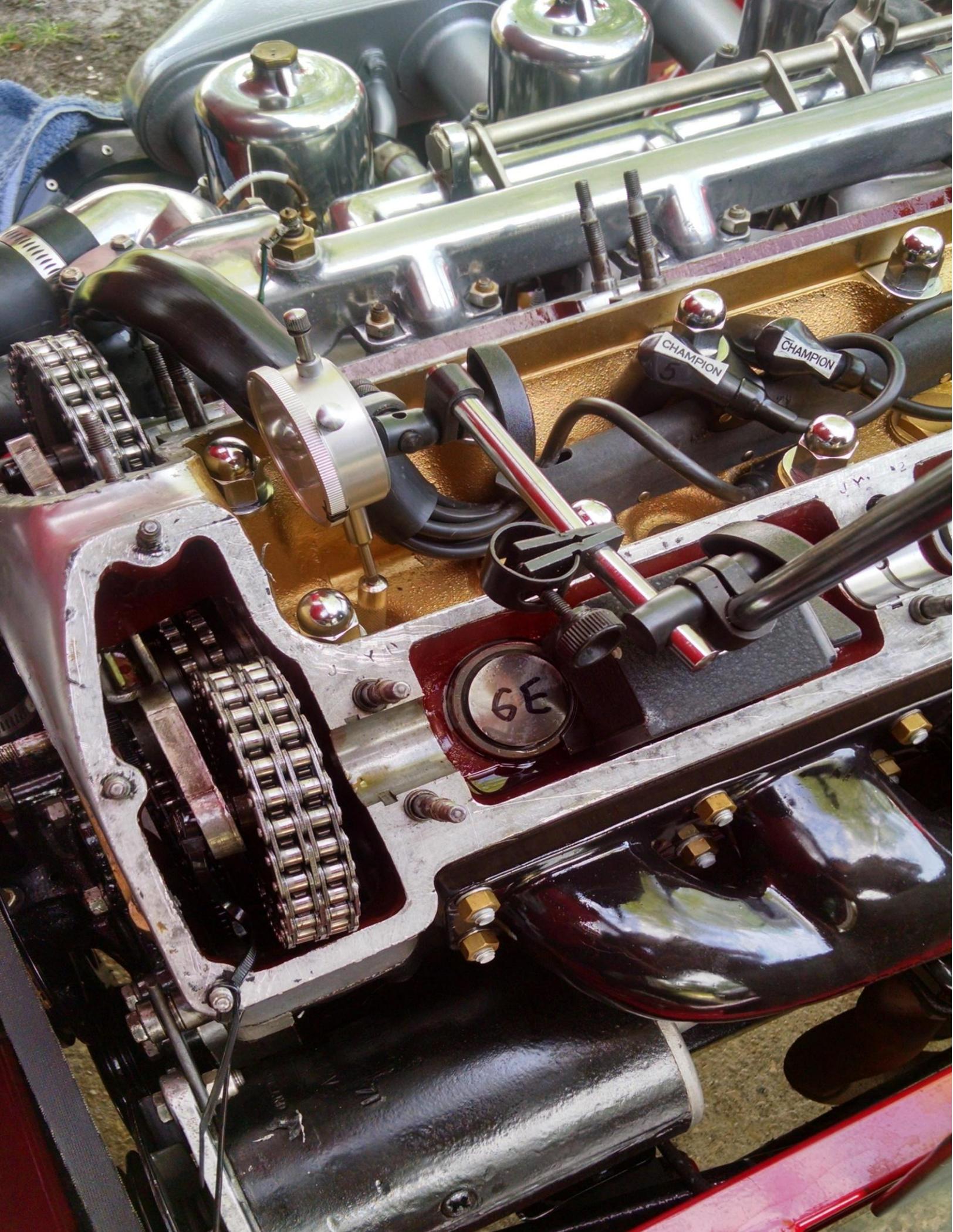
During the E-Type's complete mechanical restoration, every part under a foot in length made it through that machine. Many made several trips. Each part was ultrasonically cleaned after being degreased. Many went through again after being de-rusted. Some even went through a third time after being buffed to better ensure ideal surface cleanliness for electroplating. The machine finally failed after it had completed every job I asked of it during the restoration.



I will replace it with the exact same model. The ultrasonic cleaner is the absolute last word in preparing anything for blacking, painting or plating. It will also clean any piece of jewelry to spotless perfection in just 15 seconds. For just \$35 (less with a coupon) you can clean jewelry, but it may come cleaner while bathing inside an SU dash pot. For just \$85 (less with coupon) you can get your jewelry its absolute cleanest while sharing space with a carburetor. The big lie? I think not.

COME JOIN US ON FACEBOOK!

The screenshot shows a web browser window displaying the Facebook group page for the Panhandle British Car Association. The browser's address bar shows the URL <https://www.facebook.com/groups/386778981527204/>. The page features a navigation bar with the group name and a search bar. On the left, there is a sidebar with navigation options like 'Edit Profile', 'News Feed', 'Messages', and 'Events'. The main content area includes a 'New Features for Selling' notification, a group cover image of two classic cars, and a pinned post by Marc Cherry. The post text reads: 'Welcome to the Panhandle British Car Association, please make yourself at home and invite whomever you know that has a British Car or Motorcycle in the west Florida and southeast Alabama area to join us. All area British motoring fans are welcome to join and participate on our Facebook page. Please take a few moments to look over the posting rules and join in. If you like what you see, please go to the www.PBCA1.com and join the club.' The right side of the page shows a list of 34 members and a 'Create New Groups' section.



CHAMPION
5

CHAMPION

GE