



smoke in the wires

July 2026

# From the President

Tim Witzigreuter

Hello all,

I hope everyone's summer is going well. Several of our members have been traveling on vacations. I have enjoyed seeing all the Facebook posts and pictures from their travels. July, much like June, is a slow time of the year for club activities. The Pig Roast at Tom's is the 19th of July. As a reminder, the July club business meeting has been cancelled. There will still be a "Tech Day" at the Manske Garage on the 25th of July.

The July temperatures are not the most comfortable to drive in during the day, even in a convertible. I was thinking of trying to get some folks together to do an "evening drive" and meet somewhere for dinner or maybe another morning Cars and Coffee gathering, before the midday temperatures, would be nice during our slow time and an excuse to get out in our LBC's. Any suggestions would be appreciated.

As always, thank you for your support, input, involvement, suggestions, ideas and concerns as these keep our Club going and active.

Tim Witzigreuter  
President  
Panhandle British Car Association



President Tim took his MGB to the June tech days to get the valves adjusted, and as shown in the photos above (courtesy **Gail Sanders**), he got plenty of help. Everyone seemed to have their preferred technique. In the end, Tim says his engine now runs much quieter and seems to have more zip!

On the cover: **Tim Witzigreuter's** MGB is the subject of serious discussion (photo by **Gail Sanders**).



## North American MGB Register

P.O. Box 876

Downers Grove, IL 60515-0876

Thank you for your inquiry into the North American MGB Register. We are the official register for MGB, MGB/GT, MGC, MGC/GT, MG V8, Midgets, MG 1100/1300 sedans, and all Post Abington MGs.

As a member of NAMGBR, you will receive:



### The MG Driver

This bi-monthly magazine is packed with over 60 pages of useful information with the right mix of Technical and Member information.



### Technical Help

NAMGBR has assembled a group of technical experts to answer your questions



### Dash Plaque

To commemorate your membership in NAMGBR, you receive a dash plaque to display in your car, home, office or where ever.



### Window Sticker

Proudly proclaim your membership in NAMGBR with this attractive two sided window sticker.



### Mutual Aid Directory (MAD)

Many members list their contact information to help fellow NAMGBR members in the event they break down in their area.



### Annual Convention

In conjunction with a NAMGBR Chapter, we sponsor a convention highlighting a different part of the United States or Canada. This 4 day event features driving tours, a car show and a taste of the local food and drink. In 2026, MG2026 International will take place in Sandusky, OH



### 100,000/200,000 Mile Register

Has your MG gone the distance, and traveled over 100,000 or 200,000 miles? NAMGBR honors this achievement with a dash plaque your car can wear with pride.



### Club Insurance

Does your club sponsor a car show, driving event or meeting? Many venues require insurance to hold the event on their property. If your club has 8 NAMGBR members and is a Chapter of NAMGBR...you're covered for free!



### Member Classified

NAMGBR offers a free classified section in both the MG Driver and the website. Have an extra MG or parts you want to sell? Target your advertising to the people you know are buying MG.



### Regalia

We have a number of ways you can show your NAMGBR membership to the public.



### Car Insurance

NAMGBR is the first MG Register to offer members the 5% Hagerty Collector Car Insurance Discount. Being a member of NAMGBR can save you money on your insurance

Do you want to know more about the North American MGB Register? Check out our website at: [www.namgbr.org](http://www.namgbr.org)

Do you want to be a member in the largest club in North American dedicated to the MGB, MGB/GT, MGC, MGC/GT, MG V8, Midget, 1100/1300 Sedans and Post Abington MGs?

Go to the website and either download a PDF membership form and mail with a check or instantly join via Credit Card



We look forward to having you as a member of NAMGBR!

## PBCA Executive Committee

|                 |                  |
|-----------------|------------------|
| President       | Tim Witzigreuter |
| Past President  | Paul Reese       |
| VP-Activities   | Michael King     |
| VP-Membership   | Joe Stephens     |
| Secretary       | Angela Fink      |
| Treasurer       | Monica Bachmann  |
| Communications  | Gail Sanders     |
| Show Chair      | Fred Veenschoten |
| Member at Large | Paul Salm        |
| Parliamentarian | Taber Tompkins   |

## Appointed Offices

|                    |              |
|--------------------|--------------|
| Webmaster          | Mike Japp    |
| Technical Director | George Bruno |
| Newsletter Editor  | Michael King |

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](mailto: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](http://www.pbca1.com).



The MG Car Clubs from Ottawa and Toronto invite you to

### **MG103Fest.**

Join us for a weekend of fun and camaraderie in scenic Gananoque.

Gananoque is located in the Thousand Islands near the US border.

This weekend gathering of MGs is open to all enthusiasts.

*Friday*

*Saturday*

*Sunday*

Tailgate Pizza Party

Group Scenic Tour

MG Car Show

Pub & Trivia Night

[tinyurl.com/mg103fest](http://tinyurl.com/mg103fest)

**AUGUST 14-16, 2026**



GANANOQUE



## NORTH AMERICAN COUNCIL OF MG REGISTERS

Invites ALL MG Owners

to join us August 24-27, 2026

in the Sandusky, Ohio / Lake Erie area

for the every-five-year ALL-MG Event

[mginternational2026.org](http://mginternational2026.org)

## SHORES & ISLANDS OHIO

CEDAR POINT SANDUSKY PUT-IN-BAY

Registration opens

year-end 2025






# Upcoming Activities

VP of Activities: Michael King

**July 19, 2026**

## Tri-Club Pig Roast

Tom Schmitz Home, 9609 Soldier's Creek Dr, Lillian, 36549. Arrive at noon; the "guest of honor" will be served around 1:30. Bring an appetizer, side, or dessert to share, and your own drinks.

**July 20, 2026**

## NO MONTHLY CLUB MEETING

Due to the Pig Roast, the club will not have a meeting in July.

**July 25, 2026**

## Monthly Tech Session

Bob's Garage, 6129 Dutch Way, Milton, 32570. 10:30-ish,

**Aug. 17, 2026**

## Monthly Club Meeting

Ace's Hangar Southern Grill and Bar, 3966 Avalon Blvd, Milton, 32583, eat at 6:00, meet at 7:00.

**Aug. 22, 2026**

## Monthly Tech Session

Bob's Garage, 6129 Dutch Way, Milton, 32570. 10:30-ish,

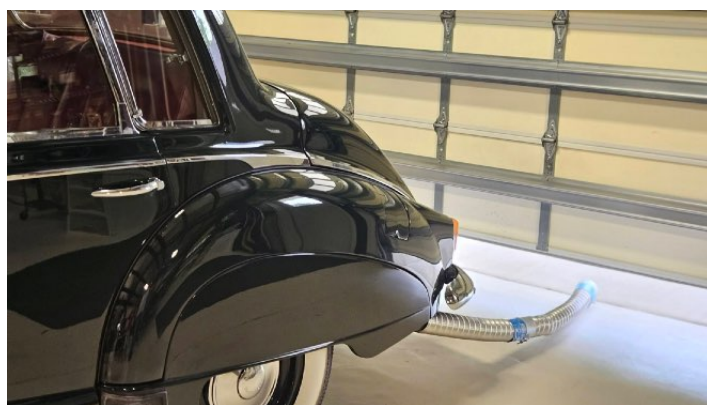
| JULY      |     |     |     |     |     |             | AUGUST |           |     |     |     |     |             |
|-----------|-----|-----|-----|-----|-----|-------------|--------|-----------|-----|-----|-----|-----|-------------|
| Sun       | Mon | Tue | Wed | Thu | Fri | Sat         | Sun    | Mon       | Tue | Wed | Thu | Fri | Sat         |
| 28        | 29  | 30  | 1   | 2   | 3   | 4           | 26     | 27        | 28  | 29  | 30  | 31  | 1           |
| 5         | 6   | 7   | 8   | 9   | 10  | 11          | 2      | 3         | 4   | 5   | 6   | 7   | 8           |
| 12        | 13  | 14  | 15  | 16  | 17  | 18          | 9      | 10        | 11  | 12  | 13  | 14  | 15          |
| PIG ROAST | 20  | 21  | 22  | 23  | 24  | TECH' SESS, | 16     | CLUB MTG. | 18  | 19  | 20  | 21  | TECH' SESS, |
| 26        | 27  | 28  | 29  | 30  | 31  | 1           | 23     | 24        | 25  | 26  | 27  | 28  | 29          |
|           |     |     |     |     |     |             | 30     | 31        | 1   | 2   | 3   | 4   | 5           |

# Tight Connections

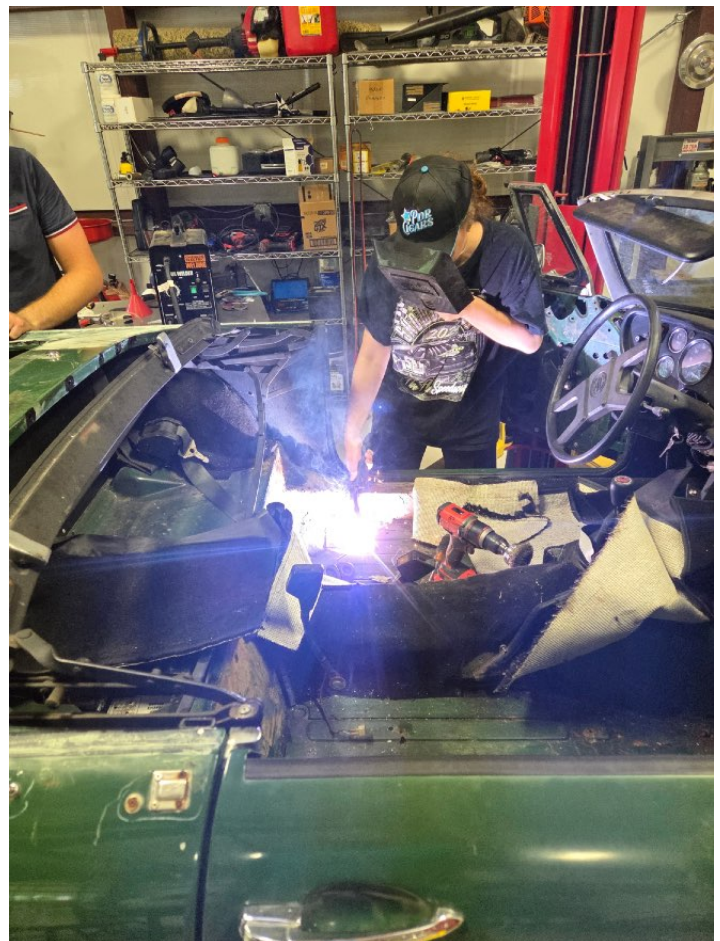
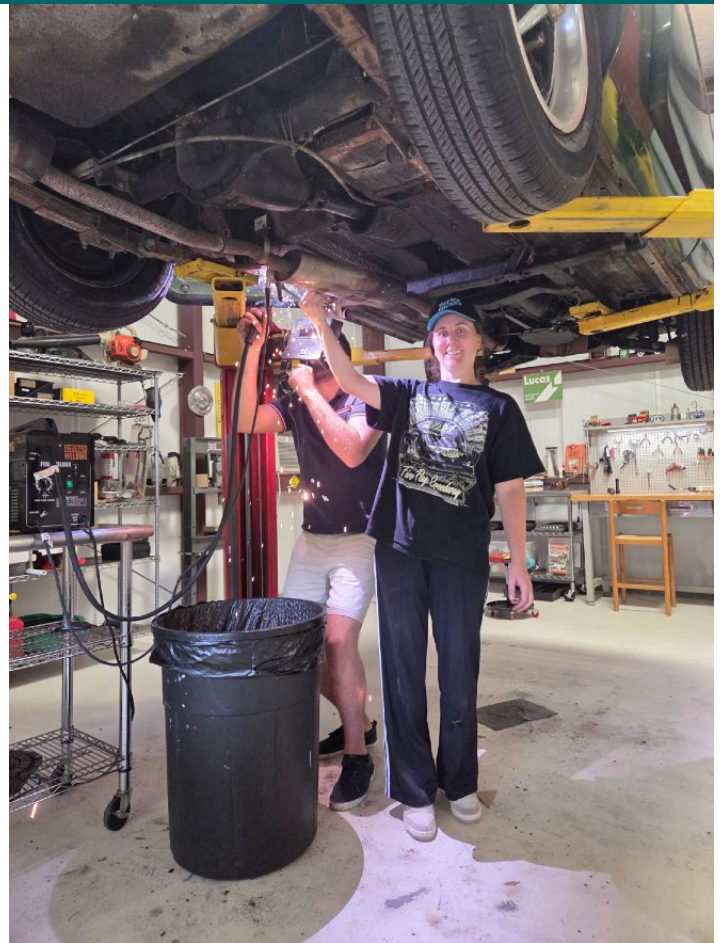
## Club and Member News

### June Tech Days

The monthly tech sessions are always popular. Here are some photos from June 19 and 20.



Top left, **George Bruno** works on **Bob Manske's** MGTF while **Toni Veenschoten** looks on; middle left, George, **Fred Veenschoten**, Toni, **Bob Willsie** (in background) and **Keith Sanders**; **Jack Cowsill** and Fred; top right, **Paul Reese** tinkers with his Armstrong Siddeley; middle right, **Taber Tompkins** and **Paul Salm**; bottom right, safely discharging exhaust fumes (all photos by **Gail Sanders**).



Top left, **Tom Schmitz**; bottom left, **Bob Willsie**, **Emily Sheffer**, and **Jack Cowsill** work on Emily's MGB; top right, Emily and Jack weld on the underside of the MGB; bottom right, Emily has a go welding in the floorboards (left photos by **Gail Sanders**; right photos by Emily Sheffer). Emily's broad smile shows how very pleased she was that Jack helped her with welding!

# Spare Wires

## British Car News and History

### Quick- Name a British Marque Named for a Creek in Ohio

*story/photos by Rodney McDonald, SABCC*

That's a tough one but if you hate a mystery, I'll tell you up front: Lagonda. Most British car enthusiasts know of the Lagonda marque as part of the Aston Martin concern. Lagonda, however, predates Aston Martin by a few years.



Founded in 1906 by an Ohio-born son of a preacher named Wilbur Gunn as a motorcycle builder in Staines, Middlesex, UK, Lagonda was successful almost right out of the starting gate. Gunn's Lagonda-branded motorcycle won the 1905 London-Edinburgh trial. By 1907, Gunn took the path that many other motorcycle



1989 Aston Martin Lagonda Photo: Jagvar

builders were following and launched an automobile in an effort to capitalize on the public's demand. As with his motorcycle, his

Lagonda automobile was a racing success, winning the 1910 Moscow-St Petersburg trial.

At Gunn's death in 1920, the firm was taken over by its senior management team and the cars were taken upmarket. Technical advances such as twin overhead cams, hemispherical combustion chambers, and superchargers were part and parcel to the Lagonda name. Other models utilized bought-in engines (a common practice at the time) from Crossley and Meadows along with license-built pre-selector gearboxes from Maybach.

Upmarket was not where the company needed to be when the Great Depression hit the world. By 1935, the firm was in the hands of a receiver and bids were solicited for its assets. Competing bids from Rolls-Royce and an investor named Alan Good were considered with Good becoming the owner of Lagonda.

Once Good took over the firm, he persuaded none other than W. O. Bentley to leave Rolls-Royce and join the company as a designer and competitions manager. Bentley worked his magic by adding higher-power engine options, torsion bar suspension, and hydraulic brakes. The lower-slung cars looked the part of high-performance



1964 Lagonda Rapide Photo: Herranderssvensson

*story continues next page*

## Lagonda, continued

motoring at the time. Bentley's crowning achievement was the 4.5 liter, 180 bhp, V12 engine in the 1937 Rapide model.

Once again, financial clouds gathered after World War Two and the firm became the property of David Brown, the owner of Aston Martin. The two companies were merged under single management. Lagonda produced gentlemen's sporting transportation after the David Brown acquisition, but the marque later became known as a builder of sporting saloon cars not unlike the offerings of Jaguar.



1989 Aston Martin Lagonda Photo: Jagvar

Eventually, Lagonda became a model name for Aston Martin saloons, the last of which was William Towns' sharply wedge-shaped design.

By the way, don't look for Lagonda Creek in Ohio - it has been renamed Buck Creek and it runs through Springfield. There are a number of areas there named Lagonda after the original name of the creek which was a native word meaning buck horn or crooked horn. [The most recent auction on Bring a Trailer of an Aston Martin Lagonda, which ended June 15, yielded a selling price of \$55,000 for a 23k-mile dark maroon over tan car in lovely condition — Ed.]

## Everyone Loves an Oddball: Episode 7: What's with the Color?

*story/photos by Peter Lee, SABCC*

If you are reading this, you are probably a fan of the automobile. You think about features, specs, aerodynamics, and style to start list. My wife is typically more concerned about the color of the car than the make [*mine too-Ed.*]. My personal pet peeve is if I cannot rest my left arm comfortably while driving then I don't want to have anything to do with it. But when Ford brought out the Model T, Henry famously said you can have any color as long as it's black. So, it all started with a lack of variety.

Let's go back to the start. The most popular pre-WW1 color for British racing cars was the famous British Racing Green. I think of this color as a 1960's item but actually, it was made famous much earlier. What's kind of funny is they used to say it was somewhere from emerald to olive as standards were a little loose. The color we know now was set much later. But BRG gained its initial popularity from the 1903 Napier that ran in the Gordon Bennett cup in Ireland that was a little more shamrocky. It was supposed to have been painted in that color to honor the host nation. After that it was adopted as the official color of British race cars.



1903 Napier

*story continues next page*

## Oddballs, Episode 7: Color

So, the years between the wars were all about practicality, and black was still the majority color choice of all cars made. The higher-cost luxury cars tended to go with two complimentary colors to show off the style. People who wanted to stand out could say "I don't just have money to buy an expensive luxury car; I have the money to paint it two colors."



Above, 1930 Rolls-Royce Phantom 2; below, 1934 Triumph 8C Dolomite



Obviously the 1940's switched to desert tan and military olive drab, but new things were on the horizon for the post-war years. The 1950's started with solid understated colors that would appeal to the export market as the British economy was still recovering. Old English White, Oxford Blue and several others were commonly used but a brightness was starting to come to the whole country. Red suddenly became a hot color on the latest sports cars in glossy and bright versions that finished the decade with a new taste in colors. BRG was still the racing standard color, but variety was the new normal. This led into the

pastels of the late 50's and 60's that we all know and love.



Above, 1954 Ford Consul in Oxford White; below, 1954 Jaguar XK120 in Red



To give you an idea of the variety of older cars, you could get the above XK120 in one of 15 colors in 1954: Black, Battleship Grey, Birch Grey, Dove Grey, Lavender Grey, Pearl Grey, Old English White, British Racing Green, Suede Green, Pastel Green, Mediterranean Blue, Pacific Blue, Pastel Blue, Maroon, and Red. All were significantly distinct from each other

Some manufacturers got into a signature color that has become something more than just a paint job. The one that comes to mind for me is the classic play on green the Aston Martin made into their signature color "Moss Green." The funny

*story continues next page*

## Oddballs, Episode 7: Color

thing to me about the 1960's is that the bright colors in question had been floating around off and on but suddenly became the rage that continued into the 70's.



1966 Primrose Yellow XKE (*we love you, BRG, but this is the best XKE color*); below; Aston's Moss Green



But in the 80's things changed. Some companies stayed with the high-end colors and bespoke ordered choices. You want a pink Rolls, you can get one made that way from the factory. You just have to throw enough money at them. But big companies want to sell cars and assemble them efficiently. So limited colors related to sales numbers drive the choices made by the big manufacturers. They know what sells and what sits waiting on the person that wants to make a statement. My wife wanted a blue Jaguar SUV with a black interior. That combination was extremely hard to find so we had to go with a grey interior as it was the closest I could find. They came in 14 different colors, but I bet you probably only see half of the choices on the road

as they were two whites, two blacks, two reds, three greys, BRG, blue, and three weird colors that fall somewhere in the dull odd color zone. A couple of those are satin versus gloss or metallic versus not.

Metallics deepen the color and I will never be able to decide which I like better on the Jaguar XJ220, blue or green (see photos, below). Just drop one by the house and I won't complain.



Now companies have gotten into flat or matte earth colors (such as the Aston Martin below). In my humble opinion, whether that works depends on the car. But people also don't realize that these finishes need specialized care. They are more susceptible to staining and cannot be polished like a standard paint job. So beware. It may look cool and stand out but for how long will it be in that condition?



Most people don't really let the color influence the decision. The current top five British-manufactured car colors are very different from the past. In order of popularity for 2026: grey, black, blue, white and silver. To have a color outside of those five is a real rarity. Now I'm not

*story continues next page*

## Oddballs, Episode 7: Color

saying that's all bad. I have developed a love for the variety of metallic greys, and they are everywhere, both good and bad.

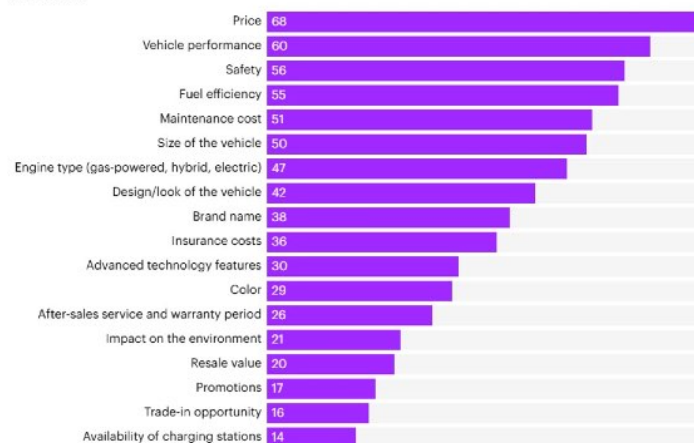


Metallic Grey Jaguar F-Type

So here is the final point. Color turns out to be a minor aspect of the car purchase for most people. It may catch the attention, but buyers are a fickle bunch. And companies understand this. They have choices but still produce the big hitters more often than the oddballs. This is evident when you look at cars for sale on a website that lets you class by color. White, black and grey will be everywhere. A site I looked up had 1,386 cars for sale nationwide—421 white cars were available but only one orange. Orange for me, please, but I think I'm the strange one [*Not at all, Peter; I definitely admired both of Rodney McDonald's orange Minis-Ed.*].

### Price is the most important factor for Americans when choosing to purchase a car

Which factors are important to you when choosing to purchase an automobile? (% of US adults who intend buying a car in the future)



## Auction Roundup—Orange Cars

*A few examples of Peter's preferred color, all sold within the last four weeks.*

### 1972 MGB Roadster



**Sold for \$10,250 on Bring a Trailer**

Featuring a black interior, a wood-trimmed dash and steering wheel, a basic AC system, and even an 8-track player, this car had no major issues.

### 2013 McLaren 12C Spider



**Sold for \$138,000 on Bring a Trailer**

Showing just 844 miles, this car nonetheless had new tires and a recent service. It did have some scuffs on the front splitter and bumper cover . . .

### 1977 Land Rover 88 Series III Santana



**Sold for \$19,770 on Bring a Trailer**

This is Sandglow, over black, and the truck had a frame-off refurbishment from 2022 to 2024. It was a no-sale last December with a high bid of nearly \$15,000; even at this price, the refurbisher likely lost a fair amount of money. Nice color, though.

## Classifieds

### 1975 MG Midget—\$8,500

Up for sale is my British Racing Green MG Midget. This is the 50th anniversary edition. It's a fun little car to drive around, and is road ready! Interior leather is in amazing shape. Exterior paint is in good shape. Vinyl top is showing age and needs replacement, but I only drive in fair weather with the top down, which is why I haven't replaced it! Tires have plenty of life on them. I always get so many comments every time I take it out for a drive. I've owned it for around six years, and just don't get to use it as much as I was hoping. Car is kept under car cover and is well taken care of. This vehicle is looking for a good home, and is a wonderful date night car. Located in Fairhope; more photos and video at <https://www.facebook.com/marketplace/item/1038513159120505>.

**Stephen Zuercher**  
[steve.zerk@gmail.com](mailto:steve.zerk@gmail.com)



### 1975 Triumph Spitfire—\$6,500 obo

Driver for sale, 1975 Triumph Spitfire 1500. New top and gas tank; good rubber all around. Engine compartment recently refreshed to high standard, new ignition components, new wiper motor. 49,000 original miles. Needs some paint refinishing but no body work is needed. That is factored into the price. Includes hardtop and new wood dash (to be installed). Deal of the century in Pensacola; owned by former member of PBCA. Come give her a good home.

**Dave Kuhn**  
[david.kuhn1156@icloud.com](mailto:david.kuhn1156@icloud.com)  
 850-206-8824



# Wire Nut

Michael King, Editor

## New—Like It or Not

You might notice that this issue of “Smoke in the Wires” looks a bit different. That’s because this old dog is struggling to learn new tricks.

You see, Microsoft in its wisdom has decided it will, after October, no longer support or allow access to Microsoft Publisher, the program I have always used to create this humble tome. In the meanwhile, my old Microsoft Surface Pro computer, a hand-me-down from my spouse, was giving me fits, to the extent that I nearly was unable to produce the winners’ list at the recent Pensacola show.

That meant I had to change. I use an Apple iPhone and and iPad, and since Microsoft has now betrayed me twice, I took advantage of Amazon Prime Days to score a sweet deal on a shiny new (well, refurbished) Apple MacBook. I also researched Mac apps which might replace Publisher, and I found Swift Publisher 5, a real deal at only \$20.

So all is well, right? Well, yes, until I tried actually using the new program, and found I wasn’t so swift after all. I thought I might try an alternative, and one of the forums suggested Apple Pages—a free program that’s *usually* pre-loaded on Macs—might work.

Except, it was not pre-loaded on my Mac. Easy enough, go to the App Store and download it. Except it wouldn’t download. Back to the forums, where I found a suggestion that I try turning off “Find My” for the MacBook. So, a few keystrokes later, I was given the option to “Erase.” Which I

thought meant erasing the MacBook from my Find list.

Well, not exactly. *I erased the entire computer.* Now, my shiny new MacBook was just a paperweight.

Fortunately, I remained calm enough to restore the thing, reload the operating system, reinstall all the software I’d bought, set up my passwords and mailboxes all over again—you get the picture.

After all that, I decided to give Swift Publisher another try, and I am gradually making peace with it. This newsletter was produced on the new MacBook with the new program.

You’ve probably encountered similar issues in life. **Donna Eagleson** tells me she spent several frustrating hours trying to set up an online credit card payment system for SABCC. I know she’ll prevail, and that club will be better for it, as will we when we register for their October show.

Speaking of Donna, I visited her Garagemahal a few days ago. She and several folks from SABCC are engaged in the daunting task of sorting through the various cars, projects, parts, and tools to restore order. Right now it seems overwhelming, but I know they will succeed.

While I was there, I took a few minutes to look over the “Silver Bullet,” the 1967 MGB project the late **Noel Eagleson**, along with SABCC-ers Tom Renick, Ben Cummings and I rescued from a carport in Spring Hill a year ago. I was able to find most of the parts and supplies I’d stashed in the Garagemahal and I’m excited about getting back to work on it.

So, when a task seems overwhelming, and even if you make a major mistake along the way, remember the WW2-era sign: “Keep Calm and Carry on.” Even if you are an old dog like me.

# PANHANDLE BRITISH CAR ASSOCIATION

2026 "Brits on the Bay" All British Car Show

**PLEASE PATRONIZE OUR SPONSORS**

## Benefactors



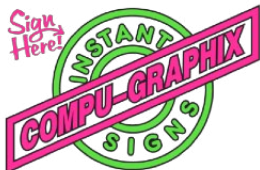
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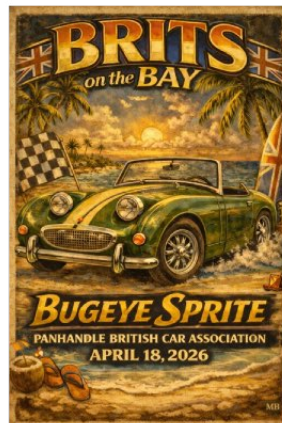


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In Memory of Bert Bentley & Cat  
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Prof. Emma G. Plum  
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Security Engineering, Inc  
The Paint Mart

Just one more thing, please . . .



*As if you needed more proof that a small-block Chevy will fit in anything, here's a 1960 Mini body, mounted on a shortened frame from a 1958 Impala. Power is from a 350-ci V8 mated to a Turbo 400 automatic, and yes, those are exhaust outlets atop the rear fenders. Since the engine intrudes past the firewall, a single bench seat is located about midway between the original seat locations. Featured on Barn Finds, it's listed on Craigslist in Wisconsin for \$25,000.*



Panhandle British Car Association

[www.pbca1.com](http://www.pbca1.com)

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