



smoke in the wires

May '26

From the President

Tim Witzigreuter

Hard to believe another month has gone by. April was a very busy month for PBCA with preparation for the Welcome Dinner and Car Show. I want to thank all of you that helped with the planning and execution of another very successful Brits on the Bay.

During the show I once again walked around thanking and talking with the registrants. Everyone I talked with was pleased and having a great time. I discovered some of our attendees plan their summer vacation around our dinner and show. We had folks from Indiana, Louisiana, South Carolina, Alabama, Mississippi, and Florida. We had 97 cars on the field out of 111 registrations.

A survey was sent to all that participated in the show and at time of this letter we have received 50 surveys and have a net promoter score of 80, which is awesome. [*“Net promoter score” is a standard measure of customer loyalty, comparing those who promote you to those who are neutral and those who are detractors. A score above 70 is “world-class.”-Ed.*]. Of course there were a few concerns from respondents, but nothing that can't be easily remedied. Numerous people said they can't wait until next year's show.

In closing I believe our goals of showing our registrants a good time and having them ready to attend next year were accomplished. Once again thank you everyone for your support, ideas, suggestions, concerns and feedback.

Tim Witzigreuter, Sr.

President

Panhandle British Car Association



Tim's MGB (right) next to Joe Ianniello's—if you look closely, you will see Tim (standing, back to camera) chatting with Joe (seated, with hat and sunglasses). Tim and Joe tied for first place in the “rubber bumper” MGB class. (photo by Robb Ogletree, SABCC)



On the cover: Tom Schmitz's primrose yellow Austin-Healey Sprite at Brits on the Bay 2026. The “Bugeye” Sprites were the featured cars this year. (photo by Robb Ogletree, SABCC).

Activities Calendar

May 9, 2026

Annual Club Picnic

Big Lagoon State Park, 11:00, details soon.

May 18, 2026

Monthly Club Meeting

Ace's Hangar, 3966 Avalon Blvd, Milton, Fla., 32583, eat at 6:00, meet at 7:00

May 23, 2026

Silverhill Car Show

Downtown Silverhill, Ala. (Hwy. 104 and CR 55). Day of show registration \$30.

PLEASE NOTE: NO TECH SESSION WILL BE HELD IN MAY!

June 15, 2026

Monthly Club Meeting

Ace's Hangar, eat at 6:00, meet at 7:00

June 19, 2026

Tech Session

Bob's Garage, 6129 Dutch Way, Milton, Fla., 32570, 10:30 or so.



Monica Bachmann sent this photo of her son and grandsons. "The boys drove [her late husband] Franz's TR3 in a memorial drive for a dear friend of Franz."

May 2026

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

June 2026

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

smoke in the wires

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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.

PBCA Executive Committee

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

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Webmaster	Mike Japp
Technical Director	George Bruno
Newsletter Editor	Michael King



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.



Mutual Aid Directory (MAD)

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



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.



Technical Help

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



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



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



Dash Plaque

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



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.



Window Sticker

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

Do you want to know more about the North American MGB Register? Check out our website at: 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!

Tight Connections

Club and Member News

Brits on the Bay 2026

One hundred eleven cars registered, 97 on the field. Seventeen marques, entered by owners from seven states. And, by all accounts, including responses from 50 of the participants in an anonymous survey, a successful event.

That was Brits on the Bay 2026, held April 17 and 18 in historic downtown Pensacola. From the pre-show dinner on Friday night through the awards ceremony on Saturday afternoon, PBCA accomplished club president **Tim Witzgreuter's** two stated objectives – that everyone would 1) enjoy themselves, and 2) want to come back next year.



From left, **Paul Salm**, **Bob Manske**, and **Risa Manske** (back to camera) set up the Friday dinner (photo by **Gail Sanders**).

Friday's dinner, chaired by **Paul Salm** with help from **Bob Manske** and others, offered red beans and rice (this year from Popeye's), meatball subs, and plenty of salads, sides, appetizers, and desserts. The Santa Rosa Pipe and Drum band started off the festivities with traditional music (and joined us again Saturday), and guests had plenty of opportunities to see old friends and make new ones. We particularly appreciate

Matt Wilken, who donated a number of items for the silent auction.



At the registration table, from left, **Monica Bachmann, Ed., Angela Fink**, and **Fred Fink** (photo by **Monica Bachmann**).

The registration team was a bit apprehensive about not having the use of Fountain Park on Saturday morning, but since 99 of the entrants pre-registered, and several participants picked up their windscreen cards on Friday night, the lines were never long and the cars moved onto the field in an orderly manner, thanks to **Joe Stephens** and the parking team. Everyone was in place well before the 11:00 cutoff.

A bed race fundraiser for [Family Promise of Escambia County](#) was the reason Fountain Park was not available. Family Promise "prevents and ends homelessness for families with children by providing a safe, compassionate path to sustainable independence." They help families with housing, food, and other services. Their bed races proved quite entertaining to BOTB participants and guests, and several of us enjoyed the food trucks they had onsite. In fact, we are already talking about partnering with them next year (see photo, p. 24).

(story continues next page)

Brits on the Bay 2026, continued



Show chair **Fred Veenschoten** (seated, left, next to his 1952 Morgan F Super) chats with **John Stephens**, **Buddy James**, and **Fred Fink** (photo by **Gail Sanders**).

Meanwhile, back at the gazebo, we provided coffee, sweet treats, and cold beverages. Show MC and DJ **Keith Sanders** kept everyone informed and entertained, and **Paul** and **Molly Reese** sold shirts – and quite successfully, as we



Top, the Santa Rosa Pipe and Drum Band (photo by **Robb Ogletree**, SABCC); bottom, busy at the gazebo (photo by **Gail Sanders**).

ran out and had to do a reorder.

The voting process went smoothly, and **Monica Bachmann** and her team got all the ballots counted so that a full list of winners could be ready before 2:30. At the start of the awards ceremony, we announced the winners of the fabulous gift baskets coordinated by **Gail Sanders**. We also drew the winner of the 50/50 contest; thanks to **Catherine Hajcak** pushing ticket sales, the prize was quite large.



From left, **Judith Gallegos** with her plaque for her MGB GT, and **Catherine Hajcak** with her plaque for her MGTD—and the MGTD, of course (photo by **Monica Bachmann**).

Seventy-three first, second, and third-place plaques were presented by President Tim, along with the Best of Show silver platter to Paul Casarona for his 1953 Jaguar XK 120C, the preservation award to **Joe Stephens** for his XJ6,



The Best of Show XK120C, owned by **Paul Casarona** of Auburn, Ala. (photo by **Robb Ogletree**, SABCC).

(story continues next page)

Brits on the Bay 2026, continued

and the Diamond in the Rough award to **Ben Cummings** for his 1972 MGB. **Paul Shestak's** Jaguar XK broke down in Pensacola and had to be towed back to Mobile; he earned the Hard Luck award. **Taber Tompkins** coordinated the trophies, including plaques for our sponsors.

vey are helping in that regard. Nonetheless, 2026 was a very good year for Brits on the Bay, and we are excited about April 16 and 17, 2027.



Jewel cars: top, **Ben Cummings' Diamond on Rough**; bottom, **Paul Reese's Star Sapphire** (photos by Robb Ogletree, SABCC).

Long after everything was cleaned up and everyone had gone home, club treasurer Monica had one last bit of good news – thanks to careful management of show expenses, we had a very positive net income.

With an event as complicated as a car show, we will always be able to identify opportunities to do better. Comments from the participant sur-



Top, MGBs; middle, a Nash Metropolitan and a Mini pickup; bottom, Land Rover was a new class and we had three (photos by Robb Ogletree, SABCC)..

Brits on the Bay 2006 Winners

(columns: place, caretaker, car, city & state, club affiliations)

"Bugeye" Sprites				
1st	Dwyke Rushing	1960 Austin-Healey Sprite, Silver	Cantonment, FL	PBCA, SABCC
2nd	Linda Young	1961 Austin-Healey Bugeye Sprite, Red	Milton, FL	PBCA
3rd	Lyman Dykes	1959 Austin-Healey Sprite, Sprite	Fairhope, AL	SABCC
Austin-Healey (square) Sprites and MG Midgets				
1st	Jack Orkin	1974 MG Midget, Citron	Grayson, GA	Peachtree MG Registry
2nd	Kevin Simmons	1973 MG Midget, Blue	Cropwell, AL	
Austin-Healey 100-4s, 100-6s, and 3000s				
1st	Bradley Mayo	1958 Austin-Healey 100/6, Blue/White	Madisonville, LA	BMCNO
2nd	Karl Ebert	1961 Austin-Healey 3000 Mk 1, Black/White	Alva, FL	AHCA (TBACH, PCAHC), BCCSWF
3rd	Richard Willows	1958 Austin-Healey 100-6 Roadster, Red/Black	Pensacola, FL	PBCA
Jaguar XK 120s, 140s, 150s				
1st	Paul Casarona	1953 Jaguar XK-120 C (C-Type), British Racing Green	Auburn, AL	Austin-Healey Club of America, MG Car Club England
Jaguar Saloons, through 1997				
1st	Greg Woodfin	1987 Jaguar XJ6, Black	Pensacola, FL	PBCA
2nd	Joseph Stephens	1985 Jaguar XJ6 VDP, White	Cantonment, FL	PBCA
Jaguar Saloons, Estates, and SUVs, 1998 & Newer				
1st	Jack Cowsill	2003 Jaguar XJR, Silver	Pensacola, FL	PBCA
2nd	Richard Black	1999 Jaguar Vanden Plas, Champagne	Point Clear, AL	MGMG, SABCC
3rd	Emar Hargrave II	2020 Jaguar E-Pace, Silver	Pensacola, FL	Panhandle MINIs
Jaguar E-Types				
1st	Milton & Annette Franklin	1969 Jaguar XKE, British Racing Green	Greenwell Springs, LA	BMCNO
Jaguar XJSs				
1st	Scott Funderburk	1989 Jaguar XJ-S, Black	Daphne, AL	SABCC
2nd	Howard Hudson	1989 Jaguar XJS, Red	Navarre, FL	
3rd	Tom Schmitz	1995 Jaguar XJS, White	Lillian, AL	PBCA, SABCC, MGMG
Jaguar XK8s and XKR, 1997-2006				
1st	Kurt Kline	1997 Jaguar XK8, Carnival Red	Lynn Haven, FL	
2nd	Neil Rohan	2004 Jaguar XKR Portfolio, Coronado Blue	Shalimar, FL	
3rd	Scott Funderburk	1998 Jaguar XK8 Convertible, Red	Daphne, AL	SABCC
Jaguar XKs, XKR, and F-Types 2007-				
1st	Edgar Marvine	2015 Jaguar XKR, Coupe	Pace, FL	Gray
2nd	Tom Schmitz	2012 Jaguar XKR, Black	Lillian, AL	PBCA, SABCC, MGMG
3rd	Roger Reetz	2009 Jaguar XK Coupe, Grey	Silverhill, AL	MGMG, SABCC
Lotuses				
1st	Taber Tompkins	2007 Caterham 7SV, Silver/Green/Yellow	Crestview, FL	PBCA
MG Pre-Wars and T Series				
1st	Curt Derby	1953 MG TD Roadster, TD Roadster	Milton, FL	PBCA
2nd	Catherine Hajcak	1953 MG TD Roadster, Green	Pensacola, FL	PBCA
3rd	Bill & Donna Weeks	1955 MG TF 1500, Red	Pensacola, FL	PBCA

(list continues next page)

Brits on the Bay 2006 Winners, continued

MGA Roadsters and Coupes				
1st	Steve Reese	1962 MG MGA Mk II Deluxe, Red	Pensacola, FL	
2nd	Robb Ogletree	1962 MG MGA, Black	Grand Bay, AL	SABCC
MGB Roadsters, 1962-67				
1st	Danny Varnado	1963 MG MGB, Iris Blue	Denham Springs, LA	BMCNO
2nd (tie)	Thomas Miro	1966 MG MGB Roadster, Mineral Blue	Montgomery, AL	British Motoring Club of Montgomery
2nd (tie)	Malcolm Branch	1967 MGB, Red	Prattville, AL	British Motoring Club of Montgomery
3rd	Richard Bishop	1967 MG MGB, White	Fairhope, AL	MGMG, SABCC
MGB and MGC Roadsters, 1968-1974/2				
1st	Gil Stuart	1969 MG MGB, Green	Fairhope, AL	SABCC, MGMG
2nd	Andrea Bertagnolli	1974 MG MGB Roadster, Red	Spanish Fort, AL	SABCC
3rd	David Davidson	1969 MG MGC, Green	Huntsville, AL	
MGB Roadsters, 1974/2- 1980				
1st (tie)	Tim Witzigreuter	1977 MG MGB Roadster, Sandglow	Pensacola, FL	PBCA, SABCC
1st (tie)	Joe Ianniello	1976 MG MGB, Green	Pace, FL	PBCA
2nd	Andrea Harris	1980 MG MGB, Orange	Mobile, AL	SABCC
3rd	Don Pritchett	1978 MG MGB, Blue	Chickasaw, AL	SABCC
MGB and MGC GTs				
1st	Larry & Gayle Norton	1973 MG MGB GT, Metallic Blue	Dacula, GA	NAMGBR. Peachtree MG Registry
2nd	Gene & Martha Johnston	1973 MG MGB GT, White	Ridgeland, MS	EMCM
3rd	Judith Gallegos	1971 MG MGB GT, Hugger Orange	Pace, FL	PBCA
MINIs, Generations 1 and 2				
1st	Ray Gomez	2015 MINI Cooper Roadster S, Black	Pensacola, FL	Panhandle MINIs
2nd	Joseph Williamson	2003 MINI Cooper, Velvet Red	Pensacola, FL	
MINIs, Generations 3 and 4				
1st	Emar Hargrave II	2024 MINI Cooper S, Zesty Yellow	Pensacola, FL	Panhandle MINIs
2nd	LaDon Olson	2019 MINI Cooper S, Lazer Blue	New Albany, IN	BSCC Louisville
3rd	Kevin McCoonse	2025 MINI Cooper JCW, Black	Niceville, FL	Panhandle MINIs
Morgan – 3 Wheelers				
1st	Fred Veenschoten	1952 Morgan F Super, Red	Pensacola, FL	PBCA, SABCC
Morgan – 4 Wheelers				
1st	Jim O'Brien	2019 Morgan Roadster, Green	Fairhope, AL	SABCC
Britannia Open Top Cars through 2009				
1st	Tom Renick	1965 Sunbeam Tiger, Blue	Mobile, AL	SABCC
2nd	Bryan Simmons	1967 Austin Mini Moke, Blue	West Union, SC	
3rd	Abraham Cheij	1995 MG RV8, Woodcoat Green	Alpharetta, GA	Peachtree MG Registry
Britannia Small Closed Cars through 2009				
1st	Harry Landry	1958 Nash Metropolitan, Mint Green/	Port Allen, LA	BMCNO
2nd	Danny Jones	1971 Reliant Bond Bug, Tangerine Orange	Scottsburg, IN	BSCC Louisville
2nd	Chuck Karasch	1984 Mini Hardtop, Silver	Navarre, FL	

(list continues next page)

Brits on the Bay 2006 Winners, continued

Britannia Large Closed Cars through 2009				
1st	Robert Zabzdyr	1983 Carbodies FX4R London Taxi, Black	Spanish Fort, AL	London Vintage Taxi Assn., SABCC
2nd	Paul Reese	1959 Armstrong Siddeley Star Sapphire, Green	Pensacola, FL	PBCA
3rd	Mark Brown	1974 Rolls-Royce Corniche, Antique Ivory	Prattville, AL	British Motoring Club of Montgomery
Land Rovers and Range Rovers				
1st	Matt Busbee	1995 Land Rover Defender, Green	Mobile, AL	GCLRC
2nd	Alec Breaud	1966 Land Rover Series IIA, Tan	Pensacola, FL	PBCA, GCLRC
3rd	Sarah Cowsill	2003 Land Rover Discovery 2, Dark Blue	Pensacola, FL	PBCA
Triumph TR2s, TR3s, and TR4s (and earlier models)				
1st	Richard & Mitzi Maddux	1959 Triumph TR3, Silver	Milton, FL	PBCA
2nd	Patrick Roberts	1960 Triumph TR3A, Pale Yellow	Pace, FL	PBCA
3rd	Clifford Wilson	1963 Triumph TR4, Old English White	Floyds Knobs, IN	BSCC Louisville
Triumph TR250s and TR6s				
1st	Ron & Carolyn Baylor	1971 Triumph TR6, Red	Jeffersonville, IN	BSCC Louisville
2nd	Doug Basiger	1970 Triumph TR6, Red	Navarre, FL	PBCA
3rd	Cameron Leonard	1969 Triumph TR6, British Racing Green	Pensacola, FL	PBCA, 6-Pack, GTA, AHCA, ATL AHC
Triumph Spitfires and GT-6s				
1st	Gerald Adcox	1967 Triumph Spitfire, Green	Pensacola, FL	PBCA
2nd	Charlie Dempsey	1980 Triumph Spitfire, Red	Pensacola, FL	PBCA
3rd	Mike Japp	1980 Triumph Spitfire, Blue	Pensacola, FL	PBCA
British Competition, Modified, Race Cars				
1st	Michael Bertagnolli	1977 MG MGB, Black	Spanish Fort, AL	SABCC

Major Awards

Best of Show: Paul Casarona, 1953 Jaguar XK-120 C (C-Type), Auburn, AL

Preservation Award: Joseph Stephens, 1985 Jaguar XJ6 VDP, Cantonment, FL

Diamond in the Rough: Ben Cummings, 1972 MGB, Mobile, AL

Hard Luck: Paul Shestak, 2007 Jaguar XK, Mobile, AL



A panoramic photo by SABCC historian Robb Ogletree

Spare Parts

Everyone Loves an Oddball:

Episode 5: Invacars

story and photos by Peter Lee, SABCC

As I have ranted before, everyone makes fun of my three-wheeler. But if you ever get the gump-tion to run around the Lane Motor Museum in Nashville, you quickly realize that there have been a lot of crazy ideas in cars over the years. Propellers, wicker seats, steam power. But what about cars that are not cars but really are? What do I mean? What if you're a vet returning from WW2 and want to run down to the pub for a pint but your war injuries make that a not-so-simple feat? The British Ministry of Health was all over that with a state-provided, powered option for those who qualified.

But let's back up a bit first to before the WW2 era. According to Wikipedia, the first wheelchair was credited to watchmaker Stephan Farffler in 1655 in Nuremburg. Largely believed to be disabled himself, it was a need he had personally, so he designed appropriately for it. The big key with this is it was self-propelled rather than just pushed by another able-bodied person



Farffler Wheelchair

as he made it where he could use his arms as power and steering.

The English version of this that was widely used was called the Bath Chair. It was either pushed or drawn by an animal or person, but it was de-



Bath Chair

signed for a single person to easily control the direction it was going rather than just be pushed. And no, it's not a rolling bathtub, but it was designed by James Heath of Bath, England around 1750. The first purpose of it was to bring the sick to the local baths for treatment. So where am I going with all this?

Well notice, I said powered. I mean baby prams have been around forever. Same with wheelchairs that need pushing in some way. But the early 1900's brought power and fuel options that could all be added to these systems "safely."

(story continues next page)

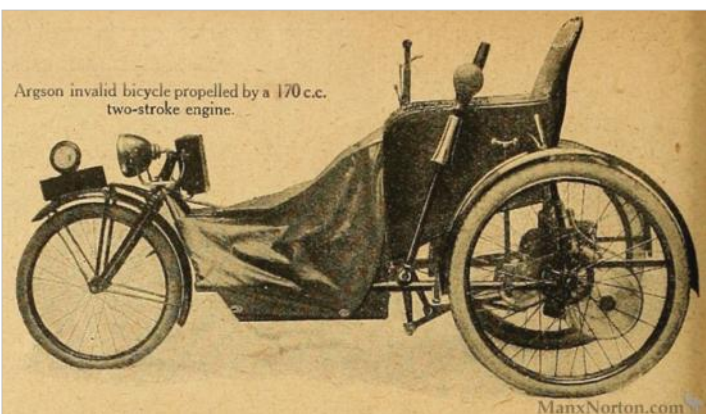
Invacars, continued



Self-propelled Tricycle

England had a long history with these carriages going back to before the Great War. And "Invalid Carriages" usually referred to single-seat, powered, hand-controlled street-legal vehicles for the disabled.

One of the first big producers was Argson Engineering of West London, which started production in 1919. Founded by two engineers, Arnold



Argson 170cc Invalid Cycle

Garnett, who was disabled and could not use his legs, and a Rolls-Royce-trained designer, Stanley Needham, they started with hand-powered tricycles but moved on quickly to powering them with a 170cc two-cylinder petrol engine. In production for over 30 years, there were a variety of trim levels and powerplants including battery power. But they stuck with a particular design that you see in the included pictures. Also, the company changed hands multiple times but stuck with the Argson branding. These units were road legal, reliable, and capa-

**COMPLETE ONE-ARM CONTROL
with the NEW "INVASTARTER"**

INVACAR is supreme among invalid carriages for its reliability, comfort, and adaptability, bringing all the joys of jolt-free town or country touring to all disabled. Our Engineers have devised special designs to meet every possible requirement of the incapacitated whether for one or two-arm control. Furthermore the new "INVASTARTER" SEMI-SELF STARTER removes the last difficulty for the elderly, or those affected with cardiac trouble, and enables them to be entirely self reliant.

PRICES £198 TWO-ARM CONTROL TO £246 ONE-ARM CONTROL.

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The Invalid Car of Quality

Full particulars and catalogue from:—
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ble of keeping up with contemporary traffic of the time. The petrol models had a fuel tank of 2 to 3 gallons and a range of over 200 miles depending on the conditions. They were also limited to 8 mph, but still that's not your grandma's rascal scooter in the early century, and we know what people like us do with speed limiters.

(story continues next page)

Invacars, continued

But after WW2, changes came for this style of transport. This 1948 Argson displayed the same underpinnings as the older models but showed the new interest in full fiberglass bodies post-war. Like the revolution in car design that got us tailfins and aerodynamics, styles were changing. Before, a cover or folding top was all the protection from the elements a driver received. In that same year another individual, Bert Greeves, recognized the widespread needs of veterans after



1948 Argson at the Cycle and Motor Cycle Show at Earl's Court

WW2 for more availability of these vehicles. He approached the Ministry of Health and came back with support for Invacar Ltd. and a further program of government-provided models for returning wounded veterans.

This new company came out with a classically-styled model that started with the Argson pattern and rapidly moved to full-bodied models by the 1970's, continuously improving the design and responding to ministry demands. These enclosed models typically featured sliding doors that could go forward or backwards, as well as weatherproofing, and started to add more power. Engines moved up in size to about 600ccs depending on availability at the time of manufacture, and this pushed the cars to reach 80 mph. Also, this is where the color (colour?) [Yep-Ed.] Ministry Blue came from with all gov-

ernment-provided units being ordered in that color. But Invacar Ltd. was not the only player competing for a piece of the government money. Multiple firms produced copies or their own designs, including Harding, Dingwall and Sons, Thundersly, AC Cars, and Coventry Climax. One of the more popular and most-produced models, the model 70, was designed by AC and built in equal numbers by AC and Invacar Ltd. This interchanging of designs and manufacturing led to all of the different models being referred to generally as Invacars, even when they were technically not the same.



AC model 70 Invacar [And two Daughters of Charity-Ed.]



Supposedly the only Invacar in the US, at the Museum of Disability in Buffalo, New York

The eventual demise of this mode of transit started in 1974 with a massively-failing road crash test. I know that's a shocker as it's a fiberglass box with a person inside. This led to the ceasing of all production and state purchase by

(story continues next page)

Invacars, continued

1978. Regular cars had made them obsolete with the advances in alternate control layouts installed by specialists, larger passenger capacity, and the ability to design around more varied levels of disability. But it wasn't until 2003 that the final one was removed from the road through a safety recall and they were subsequently completely banished from road duty. This was relatively easy for the government to accomplish as they were all technically leased from the government by the owners, even listing government property on the ID plates (see photo, above right).

Over the ministry program, 50 different models of invalid carriage produced by varied manufacturers, and some sources recognize a remaining 25 active in the UK system with only two road legal. The current definition of invalid carriage for the Health Ministry is back to the 8 mph limit and is what we know now here as an electric mobility scooter. If you see one of those on the roadway, then something is really wrong and you need to go catch your grandma. I do hope there is a barn somewhere nearby with one of these

[80 mph units-Ed.] in it waiting for me to discover as I would drive the wheels off it and love the confused looks. [No more than the Reliant-Ed.]



Freedom for the disabled

INVACAR MODEL 70

The Model 70 has been developed to provide mobility for the disabled. 56 control variations are available and it is fitted with automatic transmission, which makes it possible for anyone with practically any disability to become independent, which is so vital to a happy contented life.



Control 1.
Conventional steering wheel and foot control. Manual throttle and brake are available with or without foot assistance.

Control 2.
Bicycle handle bar steering with brake operated by handle bar depression. Hand throttle. Foot controls can be fitted.

Control 3.
Tiller control for left or right hand. Brake operated by depression of tiller. Hand throttle.

Most auxiliary controls can be adjusted for left or right hand position.



ACCESS

A wide sliding door on each side of the car, coupled with a sliding seat provides a really easy access from either side and enables the driver to load and stow his folding wheel chair by his side.

INVACAR (LIMITED)

Armstrong Road, Benfleet, Essex, SS7 4PP Telephone: South Benfleet 2761 Telex: SPEYBRIG BFT 996192

The Brits Built in Italy

*story and photos by Rodney McDonald,
SABCC*

The Italian firm Innocenti was famous for producing Lambretta motor scooters in Milan. But post-war Italy had a burgeoning market for automobiles, and Innocenti determined that four-wheel vehicles with a bit of Italian panache would find eager buyers. Enter the British Motor Corporation (BMC).

Innocenti needed a car that could convey four adults and not take up a lot of space on the road. BMC's Austin A40 fit the bill. Production began in 1960 of the Innocenti A40 under license from BMC. More than 40,000 A40s were built by Innocenti. Starting with CKD kits (completely knocked down), it would later produce cars



*Above, Innocenti A40 production; below, Innocenti 950 Spider
(photo by Gaetano Zagra)*



made up of Innocenti-made components.

Innocenti also produced a very pretty roadster based on the Mk. II Austin-Healey Sprite platform. The styling differed from the Sprite on which it was based with a fixed windscreen frame, taller grille and – from the side – a body line kickup similar to a TR4. Interestingly, the styling was by American designer Tom Tjaarda who was working for Ghia. Branded the Innocenti Spider, it was powered by a 950cc A-series engine. Later, in “S” form, it would carry an 1100cc engine. About 6,000 were produced over five years.



Innocenti Mini Cooper 1300 (Innocenti photo)

Flush from the success of A40 production (Innocenti actually produced A40 axles for BMC), a license was negotiated to produce BMC's wildly successful Mini. Italian production started in 1965 and continued through 1975. The Innocenti Mini was produced in both Mini and Mini Cooper versions. Like the A40, the first Minis were built from CKD kits, but early in production, Innocenti produced its own components and built a home-grown version. There were approximately 430,000 Innocenti Minis built in its 10-year production run. The Mini platform would later underpin other Innocenti models into the 1990s.

The Innocenti cars were known for their up-graded interior trim materials, tasteful color

(story continues next page)

The Brits Built in Italy, continued

choices, and build quality. Their rarity today makes them highly collectable.

Other BMC/British Leyland Motor Company (BLMC) models were also produced in Italy included the Austin 1100/1300 and the Austin Allegro (called Regent in Italy).

In 1972, BLMC purchased Innocenti outright for £3 million. This gave BLMC a European base to ship cars on the continent, avoiding punishing tariffs on exports there from the UK.

By 1975, BLMC's financial position forced it to sell Innocenti to Alejandro DeTomaso. In 1996 the marque name was retired.

Innocenti Auction Results

Here are a couple of Innocenti sales.

1971 Innocenti Mini Matic 1000



Sold for \$17,000 on Bring a Trailer (Dec. 2025)

Rodney mentioned trim and colors as hallmarks of the Innocenti Minis, and I think this car looks great in dark taupe with gold trim over beige vinyl.

1962 Innocenti 950 Spider



Not Sold for \$17,000 on Bring a Trailer (Dec. 2021)

These cars are exceptionally rare in the U.S.; I could not find a newer auction. The high bid just wasn't enough for the seller of this very pretty little car. Commenters raising concerns about it probably kept the bids from going higher.

Auction Roundup: Sporting Jaguars

Honoring the PBCA show's top winner, an XK 120C.

1950 Jaguar XK 120 Roadster



Sold for \$62,000 on Bring a Trailer (April 2026)

Refurbished in 2011, with recent maintenance, this BRG roadster was in fine shape, with only a tear in one seat spoiling its presentation. Great buy.

1954 Jaguar XK 120SE OTS



Sold for \$94,500 on Hemmings (Feb. 2024)

Restored in the late 1980s, and mechanically refurbished in 2022, this late-production 120 is a "high-end driver."

1934 Jaguar SS1 Tourer



Sold for \$66,000 on Bring a Trailer (Feb. 2025)

In cream over green leather, this car was built three years after the launch of the model. The Jaguar name came in 1945. The seller claimed to have lost money on this sale.

1994 Proteus Jaguar C-Type Re-Creation



Sold for \$140,000 on Bring a Trailer (Aug. 2025)

\$140,000 for a replica? Well, considering a real C-Type sold in 2025 at the Pebble Beach auction for more than 25 times that, this very nice, high-quality recreation was quite a bargain. Power is from a vintage Jaguar 3.4l six.

Wiring Diagrams

Tech, Tools, and Tips

In Praise Of Modified Cars

story by Chuck Wimberly, SABCC

My LBC is a 1959 Austin Healey Bugeye Sprite. The car is rapidly approaching its 70th birthday. Sprites were built at a time when the British economy, as well as the economies of all of western Europe, were still digging out from the ravages of World War Two. A large segment of British automobiles was built on the cheap specifically for export to America.



Chuck and his car entering the 2025 SABCC British Car Festival (photo by Robb Ogletree. SABCC).

Consequently, original parts for a car as old as mine are increasingly hard to find, if in fact I wanted to find them. The truth is I do not care to find them. But why? But why? You may ask. Is originality not the proper course for any owner of a classic car to pursue? If my name were Jay Leno and I was headed to Pebble Beach, I would say yes. Sadly my bank account does not resemble that of Mr. Leno in any regard, nor is my Sprite or any other Sprite going to grace the lawn at Pebble Beach.

My car was restored by me with my wretched skills and with the help of a few friends. Most of the work was done by me and the car LOOKS as if it was built by me. When I set out to build the car I did so with a few goals in mind. First was the avoidance of bankruptcy, so as to keep a healthy relationship with my spouse, who has little concern for cars of any kind, least of all cars like mine which bore a strong resemblance to the [wreck of the Hesperus](#) when I drug it home.

Secondly, I did not want to spend \$20,000 to build a \$10,000 car, which is precisely what would have happened had I chosen to follow the path of strict originality in the restoration.

The numbers and kinds of advances in automotive technology which have occurred in the years since 1959 are too numerous to mention, and I have tried to include as many of them as I could in my car. The Sprite has an engine from 1971, and a 5-speed transmission from a Datsun B210. Also included are radial tires, an alternator, aftermarket gauges, silicone spark plug wires, nickel copper brake lines, electronic ignition, and a 10-circuit fused wiring harness in place of the firebomb trigger which masqueraded as the original harness. You may be able to tell that I have adopted an attitude of originality be damned with this restoration. In point of fact I could not have afforded to do otherwise. I make no apologies for my car. I built it to please me, not anyone else.

In my humble estimation, the addition of every one of these aftermarket parts represent an improvement to my car. I have no doubt that there are tens of thousands of cars on the road like mine. To the extent that these cars are alive and well, I say three cheers. To those who do not agree I say peace be with you, or something like that. [I've seen Chuck's car and I like it quite a lot – he understates his wrenching skills!-Ed.]

MG Distributor Timing Procedure

story by Lawrie Alexander

XPAG/XPEG Engines (TC/TD/TF & Y-type) (See below for MGA/B engines)

1. Remove the valve cover.
2. Rotate the engine until the timing mark on the crank pulley has stopped by the end of the pointer on the timing cover.
3. Place a dab of white paint in the notch of the pulley and at the tip of the pointer.
4. Take hold of the rocker arms for Nos. 1 and 4 cylinders; one pair will have some movement, one pair won't. If the ones that won't are No.1 cylinder, rotate the engine one more complete turn until No. 1's rocker arms are free to move.
5. Remove the distributor cap, note where the rotor is pointing. It should be pointing to roughly the 8 o'clock position. For ease of timing the engine, loosen the distributor clamping mechanism, pull the distributor out of the block and re-insert it so the rotor is in the desired position by rotating the shaft and gear.
6. Remembering that the shaft and rotor will rotate counter-clockwise when the engine is running, rotate the distributor to where the rubbing block of the points is just ahead of the tip of a lobe so that further rotation in a clockwise direction would fully open the points.
7. Now look at the wires in the cap. The one which goes to No. 1 spark plug should be located above the end of the rotor. If it isn't, reposition the wires in the cap so that it does, and then make sure the remaining wires go in a counter-clockwise direction to Nos. 3, 4, and 2 in that order.
8. Tighten the distributor clamp so it is snug but you can still rotate the distributor with a firm grip.
9. Replace the valve cover.
10. Locate your timing light. If it has a knob on it to adjust the reading, set it to 32 degrees.
11. If your timing light has no adjustment capability, go back to your crank pulley and make another white paint mark 1-1/8" further around the edge of the pulley. Looking from the front of the engine, the first mark you made will be at roughly 1:00, the second mark at about 3:15.
12. Connect the timing light to the battery and to ground.
13. Start the engine, allow it to warm up a bit then rev it up to 3,000 rpm. (A helper on the throttle and watching the tachometer is needed for this.)
14. Carefully rotate the distributor by hand until, while the engine is at 3,000 rpm, the timing light flashes at the tip of the pointer when one or other of the white marks is next to it. Use the first mark you made if your timing light is adjusted to 32 degrees, the second mark if you have no dial adjuster on your timing light.
15. Fine tune by rotating the distributor very slowly in either direction, searching for the fastest, smoothest idle. Adjust the idle speed at the carburetors to approximately 850 rpm. Road test the car; if it pings under load or on hills, retard the timing slightly (distributor counter clockwise) until the pinging stops but don't forget that pinging can be caused by too low an octane fuel.
16. Fully tighten the distributor clamp, put your tools away and go have fun with the car.

(story continues next page)

MG Distributor Timing, continued

The procedure for MGA & MGB engines is the same except for steps No. 5, 11 and 14, which will read as follows:

5. Remove the distributor cap, note where the rotor is pointing. It should be pointing to roughly the 2 o'clock position. The drive pinion in the block has an offset slot which offers only one position to engage the distributor drive, so the only way to change the rotor's position is to withdraw the pinion retaining sleeve (the 2 bolts which secure the clamp to the block and a screw under the clamp), then use a long 5/16 x 24 threaded bolt to engage the thread in the center of the pinion, pull it out, rotate it one tooth and reinsert it in such a way that the rotor will point where it ought to. This may take a couple of tries and it is important to make sure the distributor drive properly engages the offset slot and the distributor is fully secured in the clamp before the two bolts are tightened.

(Back to 6 through 10)

11. If your timing light has no adjustment capability, go back to the pointer on your timing cover. Note that there are three pointers on an early engine, five on a later one. Each one is spaced 5 degrees before t.d.c., the longest pointer. Visually calculate where 32 degrees b.t.d.c. would be and remember this spot.

(Back to 12 and 13)

5. Carefully rotate the distributor by hand until, while the engine is at 3,000 rpm, the timing light flashes at the tip of the long pointer if you have an adjustable timing light. If you don't, rotate the distributor until the light flashes at the point where you visually calculated 32 degrees would be.

(Back to 15 and 16)

This is the last MGB ad you'll ever see.

Its legend will live on. All of the fun and all of the thunder will endure in the hearts of people who love sports motoring. When the present very limited supply of 1980* model MGB convertibles is gone, it's gone forever. Which means that a classic investment opportunity will vanish too. For, over the years, early models of this great sports car marque—the MG TC and TD—have proven to increase substantially in value. But whether you see investment opportunity, or the chance to own a rare and highly entertaining convertible, hurry! It's your last chance to own an MG, the sports car America loved first. See the Yellow Pages for your nearest MG dealer.



*Only 1979 models available in California.

The ad above ran in 1980; on Oct. 23 of that year, the last MGB rolled off the line at Abingdon (photo from AROnline).



Wire Nut

Michael King, Editor, "Smoke in the Wires"

Sixth in a Series

Earlier in this issue, Peter Lee offered us the fifth in his series of "oddball" cars. Knowing how competitive he is, I want to point out that my series stands at six – six Jaguars, that is.

My history with the leaping (or growling) cat marque began in 2009, when I decided I wanted an air-conditioned car to take to summer events. At the time, I'd only been in the British car hobby a few months, with an MG Midget. I found a clean 1991 XJ-S coupe on eBay, and **Kristine** and I drove to Atlanta to get it.

My second Jaguar was also bought off eBay, and this time I flew to Atlanta to get it. In 2011, I was replacing my daily driver, and I got a 2006 XK8 convertible. It served me well for four years, until a job change required near-daily trips from Mobile to Pensacola. I bought a more practical car, sold the XK8, and in 2017, we moved to Pensacola. The XJ-S came with me, but I was already worried about deferred maintenance, so I didn't drive it much.

Nonetheless, I wasn't really planning to buy another Jag – at least until a low-mileage, well-maintained 2001 XJR showed up, in Daphne. The son of the longtime owner wanted to sell it, and I couldn't resist.

Meanwhile, now that we were settled in Pensacola, I got rid of my practical daily driver and bought a new Corvette – which was great, until the pandemic hit, and I started working from home. Meanwhile, my parents-in-law had moved in with us after Hurricane Michael damaged their home in Panama City, and suddenly my wife was driving them everywhere in her aging Chevy Avalanche. My having an expensive toy that sat in the driveway no longer made



Ed.'s XJ at the PBCA show (photo by Robb Ogletree).

sense, so I sold it, we got her a new vehicle, and I bought a Jaguar XFR – again, on eBay. This one was shipped from Chicago.

The next year, I decided to sell the rarely-used XJ-S, and get another Jag convertible, which led once again to eBay, where I found a clean 2011 XK in Macon, Ga.

Fast-forward to 2026 – the XJR and the XK were fine, but I found myself hankering for a newer daily. About this time, a friend and former co-worker had a car crisis, and indicated an interest in my XFR. Sold.

I considered several options, including a second Land Rover (my wife has a Defender), but in the end, my heart was set on another Jaguar, which led me to a 2016 XJ R-Sport in Jacksonville. Fitted with the 3.0 liter supercharged V6 (340 hp), and finished in Aurora Red over Cashew/Truffle, this sedan had just 37,000 miles and a clean history. I'm rather smitten with it.

Thus, my sixth Jag, and the third in my current ownership, along with the 2001 XJR and the 2011 XK. I've already owned a 1991 and a 2006, so I guess my next Jag will have to be either a 1996 or a 2021. Hmm – a 2021 F-Type sounds good . . .

Classifieds

Needed – Parts

1. If anyone has a damaged Bugeye Sprite rear end where the right side of the rear trunk deck is good, I only need from the T molding at the top of the wing inboard about 6-8 inches. I need about the last 18 inches of rear end in that area.
2. I am also looking for the drainage channel from around the trunk lid of a damaged MG Midget, MG, or other small junked sports car. I just need the channel/gutter that the trunk lid sits on.

“Bugeye Bob” Willsie

bobw111@hotmail.com

Midget/Sprite Hardtop

Original BMC hard top, Fits early model Sprite/Midgets. White, original glass.

Lyman Dykes

lymandykes@gmail.com



Magnetic Parts Tray

PBCA member **Matt Wilken** is making these personalized magnetic parts trays for \$30. Please visit his [Etsy site](#) to learn more, see his other work, and order one for yourself. [Matt did not ask me to run this, but he's a great guy and does a lot to help our club.-Ed.]



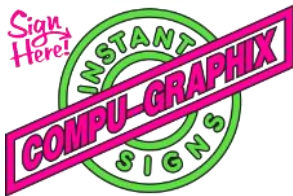
Since we have room, how about one more of Robb Ogletree's panoramic photos of Brits on the Bay?

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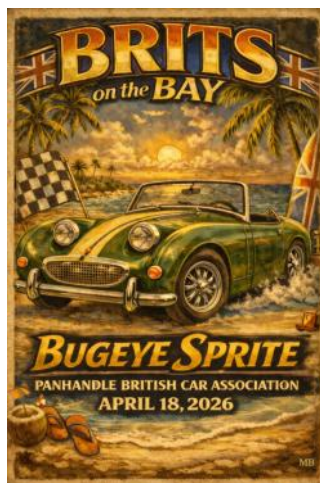


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Just one more thing, please . . .



Who needs a Beatles tribute band when you have people dressed as bananas pushing Grandma and a bunch of monkeys in a bed race? PBCA members and our guests enjoyed this Family Promise fundraiser which took place adjacent to the Brits on the Bay show (photo by Robb Ogletree, SABCC).

