

Spark & Spanner

The Official
Publication of
the South
Alabama British
Car Club

April 2023



From the President

Tom Renick

Pollen and Rain Can't Stop Us

Another sure sign of spring, besides the blooming flowers and chirping birds, is proliferating pollen. The sounds of sneezing echo through garages across the county and itchy eyes abound. But British car buffs are not to be deterred. A number of us tried on our "new" in a long time / first time (nobody knows for sure) Poker Run as orchestrated by new VP Activities **Dave Roloson** and dedicated crew.

This took considerable planning and became a very pleasant ride around Baldwin County with no problems incurred. After collecting their cards, participants who know poker could see a winning hand developing, but the losing-est hand was also a winner – once it was revealed just how to determine the worst hand. Both hands got a free lunch at Felix's. Have to do that again sometime.

The Brits by the Bay really got it together recently with their annual car festival at Seville Square. We convoyed over to Pensacola (a short convoy) under threat of storms, but as time went along, the bad weather kept pushing later into the day so we decided that we could be back before disaster struck. And we were right until about halfway home – we ran right into a nasty shower line heading our way. My poor little Sunbeam wipers had never seen the likes of it and we could hardly see, so we pulled off into a gas station for a few minutes. The gloom passed and all continued home without further difficulty. I will say; Sunbeam tops don't leak [*nor do Jags-Ed.*]. Never had a problem in over 50 years.

But back to the Brits. They had well over a hundred cars on the field – just about half of all MGBs imported into the US, it looked like. There was a lineup of really nice British rides and some fun lucky draw games to play. Handy and tasty food could be found just across the street. A number of SABCC members traveled independently so we made a



Photo by Noel Eagleson

decent showing. Wish more of our members could have attended but it was the weather this time. Nevertheless, we still won some stuff and had a great time.

"All British" shows in the area are off until ours in October. But that doesn't mean there's nothing to do until then. Our famous picnic is next month so no meeting at Don Carlos – we'll continue in June. Check with **Donna Eagleson** to see if there is some little something you can do for the picnic. Don't forget to take your British cars.

For you North American MGB Register (NAMGBR) members, when you get your *MG Driver* magazine, check out the five-page spread (did I say FIVE-page spread?) [*You did, twice-Ed.*] written by none other than world-acclaimed newsletter editor and contributor, our very own **Rodney McDonald**. This piece describes his tracking down the 250,000th MGB, found right here in Alabama. Quite a mystery tale. Check it out. [*MG Driver also picked up Peter Lee's 3D printing article-Ed.*]

Tom Renick is the president of SABCC. He can be quite a mystery at times.

Farewell Franz Bachmann

Longtime PBCA member Franz Bachmann (pictured with **Brian Daly** at the 2018 BCF) died Sunday, March 26, at his home in Crestview. Franz loved his TR3A and drove it extensively. He is survived by his wife Monica, two sons, and three grandsons.



On the cover: *The late Franz Bachmann's 1960 TR3A was the "Peoples' Choice" at the 2023 Brits by the Bay in Pensacola, Fla. (photo by Robb Ogletree).*

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Membership in SABCC is open to anyone with an interest in classic or modern British cars, and dues are only \$20 per year [*How do we keep prices so low? Ed.*].

British Car Festival is Supported by



Activities Calendar

April 25, 2023

SABCC Monthly Meeting, Don Carlos Restaurant, Daphne, eat at 6:00, meet at 7:00. Please pay for as much as you can consume.

May 6, 2023

Cruise-In at Tanner-Williams May Day Festival, Tanner-Williams Community Park, 12855 Old Tanner Williams in Wilmer, AL, 36587, free. RSVP to Jimmy Sunderland at 251-689-8550 or jsunderland@mullinaxford.com.

May 13, 2023

Annual Club Picnic, Oscar Johnson Memorial Park, Silverhill, 11:00 to 2:00, free. Club provides main course, we bring sides. This substitutes for the May club meeting.

May 27, 2023

Silverhill Car Show, May 27, intersection of Hwys. 55 and 104, \$25 registration, form is [here](#).

May 2023

SU	MO	TUE	WE	TH	FRI	SAT
	1	2	3	4	5	6 May Day Cruise-in
7	8	9	10	11	12	13 Club Picnic
14	15	16	17	18	19	20
21	22	23 NO CLUB MTG.	24	25	26	27 Silverhill Show
28	29	30	31			

Sparks

Club and Member News

April Fool's Poker Run

Story by *Dave Roloson*, photos by *Peter Lee*

As the name implies, we held a poker run on Saturday April 1, 2023.



Dennis Carroll's Austin-Healey leads a group of participants.

We met at the parking lot across from Bass Pro Shop in Daphne at 12:00; we had postponed the time from 9:00 in the morning because of a chance of rain (which caught up with us right at the end of the tour). **Peter Lee** had the maps and cards ready to go. Ten British cars and a few not so British cars gathered, and 17 people participated.

We toured from Daphne to Fairhope, to Silverhill, to Loxley, to Felix's on the causeway. It was a great route and was enjoyed by all.

At Felix's we compared cards. **Bob** and **Bonnie Zabzdyr** had the April Fool's low hand and



Mattie Lee handed out cards..



Andrea Bertagnolli gives the Queen's wave in her MGB.



David Menaker in his Jaguar XJ-S cabriolet.

Max Menaker the high hand. As a reward for their good luck the club bought their lunch.

We plan on doing another Poker run in the future, "Potentially" the next run will be a brunch run, 8:30 to 10:00-ish.



Max Menaker and Bonnie Zabzdyr had the high and low hands

Brits by the Bay, Pensacola

photos by Robb Ogletree

Ominous forecasts of severe thunderstorms did not dissuade 124 cars from registering for the April 15, 2023 version of “Brits by the Bay,” hosted by the Panhandle British Car Association (PBCA). About 106 of these were arrayed under the spreading oaks of downtown Pensacola’s Seville Square, and show organizers did an outstanding job of moving things along so that the awards were distributed before the storms arrived.



Chrome-bumper MGBs, in the morning sunshine.

The featured car this year was the MGC, and the national MGC association held one of its annual meets in conjunction with the show. Fourteen MGCs, both tourers and GTs, registered.

Top honors went to the late Franz Bachmann, a longtime PBCA member who passed away just 20 days before the show. His much-beloved and much-used 1960 Triumph TR3A (see cover) was on prominent display, and even though it was not an official entry with a car number, participants named it People’s Choice in a write-in campaign.

SABCC members turned in another fine performance with **nine** awards claimed:

- Austin-Healey Sprite, MG Midget: **Dwyke**

Rushing, 1960 Bugeye Sprite, First Place

- MGAs: **Robb Ogletree**, 1962 MGA, Third Place (tie)
- Triumph TR2, TR3, and TR4: **Tom Schmitz**, 1962 TR3B, First Place
- Jaguar Saloons, 1998 and Newer: **Michael King** [*yep, Ed.-Ed.*], 2001 XJR, First Place
- Triumph TR250 and TR6: **Dwyke Rushing**, 1974 TR6, First Place
- Morgan 4 Wheel: **Bill Silhan**, 1956 Morgan Plus 4, First Place
- Small British Sedans and Convertibles: **Daniel McNamara**, 1960 Ford Anglia, Second Place
- Britannia Open Top Cars through 2009: **Tom Renick**, 1965 Sunbeam Tiger, First Place
- Britannia Closed Top Cars through 2009: **Bob Zabzdyr**, 1983 Carbodies FX4R London Taxi, First Place

In addition, **Tom Renick** continued his lucky streak by winning the raffle for a 2023 US silver dollar [*That’s Tom in the photo, right-Ed.*].

While the focus of the weekend was the show, PBCA always hosts a very nice pre-show dinner and



this year was no exception. Held at the Museum of Commerce near the show site, the main courses were red beans and rice, and meatball hoagies, but PBCA members contributed an impressive spread of salads, sides, and desserts.

Well done, PBCA, and all the SABCC winners!

More Pensacola Show Pictures



Left, from top: MGC Tourers, MG T-Series, Noel Eagleson examines Dwyke Rushing's Bugeye, Daniel McNamara's Anglia

Right, from top: Bob Zabdyr explains his taxi, modern MINIs, Tom Schmitz gets his award, valve cover racing

Spannering

Advice on Repairs, Parts, and Services



It's April – Do You Know Where Your Car Is?

Scott Paradise

Some months ago I was contacted by a fellow who described himself as a restorer of British classic cars. He was seeking someone to finish a cosmetic restoration of a Triumph TR 250, which he could not complete due to a torn rotator cuff. After looking the project over in Pensacola, we came to an agreement.

1. He would deliver the car in an enclosed trailer, which would be left with me so I could use it to store this or another car in while not being worked on (I have very limited work space).
2. He would provide me with the contact information of the owner (which I asked for numerous times after we had come to an agreement).

On the day the car was to be brought to me, he called to say that it was on its way . . . on a flat-bed tow truck. After a heated discussion about the use of the enclosed trailer, I finally agreed to accept the car even though it put me in a tight spot space-wise.

While on the phone with him I again asked for the owner's contact information . . . and was told "I'm driving right now and can't get the information off of my phone . . . I'll get it to you the next time I stop."

Well, I did not hear back from him, which made me suspicious of the whole arrangement. I dug around in some of the boxes of parts which came with the car and found a Moss Motors

invoice with the owner's information on it. I called the owner and left a voice mail introducing myself and letting him know that I was in possession of his car. An hour later I received a call back and the conversation started with "So, Mr. Paradise, you have my car? My wife and I haven't known where it was for about four months!"



This 1968 TR 250 sold for \$40,000 a year ago on Bring A Trailer.

The next day the owner and his wife came over to Daphne to inspect their car and to meet me. The woman was almost in tears, explaining to me that they had bought the car new in 1968 and although they had children since, the TR 250 was their first "baby." Needless to say, they were relieved to see their car again!

As it turns out, the "restoration expert" had closed his business, sold his home and moved to North Georgia, unbeknownst to the owners. Early on, the man did tell the owners that his health was failing and that a man in Daphne may be able to finish the car, but that was the last they heard of him.

Apparently the car was put in storage somewhere in Pensacola until it was brought to me. I don't think a crime was committed; the owners were not charged for work not done and the car did end up back in their hands, but this is pretty crazy, right?!

The moral of this story? If you turn your car over to someone, keep tabs on it!

Pierre's Wisdom

Pierre Fontana

When Fingers Will Not Do

Many times I have wished to have five minutes with the "engineer" that designed the placement of adjustments or accessories, but we have to roll with the flow and persevere. Comes time for special tools, purchased or home-made, even mirrors or electronic scopes.



Pierre's "special" tools

My favorite SU carburetor adjusting tool is on the left. Originally a screwdriver, it is now a 90° angle 1/4" "open spanner," the only tool that is able to adjust carburetors on an old Rolls-Royce V-8. They are buried in the V-8 with the mixture screws at bottom. Adjusting them takes a combination of two tools, a long screwdriver and a 1/4" open-end spanner.

My attention was triggered by a display at O'Reilly Auto Parts of mirrors, magnets, and gadgets to play with. Some of creations were sometimes for just one job, to keep from dis-



All photos courtesy Pierre Fontana



O'Reilly's assortment of gadgets

mantling accessories in the way. Some were time savers, while others were for situations with no other solutions.

For electrical problem-solving I have a entire large roll-around tool box , loaded with gauges and test wire set-ups, but the most used tool is a simple test light.

Pierre Fontana is a technical advisor for SABCC.

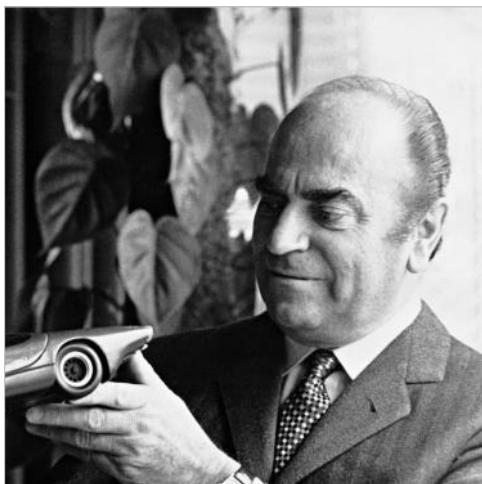
Spare Parts

“Wacky” Arnolt, an Exotic British Car Innovator

story and photos from Terry Trovato

On a stormy autumn morning in 1938, when wiser boatmen chose to stay on land, Chicago industrialist Stanley H. Arnolt attempted to cross Lake Michigan in a tiny open vessel. It was

powered by a Sea-Mite engine, one of his company's marine products. According to legend, as Arnolt finally approached the Navy Pier after a four-hour journey



Stanley Arnolt

through treacherous waves and fog, someone shouted, “Hello, Wacky!”

The nickname stuck, and a headline in that day's Chicago Daily News read, “Wacky Comes Through in Fog: Crosses Lake in 13-Foot Boat.”

Wacky he may have been on that day, but he went on to become a successful automobile dealer and innovator by creating memorable vehicles combining British mechanicals and Italian bodywork.

A fortuitous meeting with members of the Italian Bertone organization at the Turin Auto Show in 1952 resulted in four collaborative efforts between Arnolt and Bertone, involving running gear and engines from the British car



manufacturers MG, Aston- Martin, Bentley, and Bristol.

On the Bertone stand that day at Turin were two MGs that had been re-bodied by Bertone. America had just fallen in love with MG, and perhaps there was not enough capital or status for Bertone to acquire chassis from Lancia, Maserati, Ferrari or any of the other well-known Italian manufacturers. At any rate the two MG's would have to do.



The Arnolt-MG Coupe

Arnolt was immediately smitten by the two Bertone MGs and proceeded to place an order for 200 cars: 100 coupes and 100 convertibles. Two hundred cars may not have seemed that out of the ordinary to him, but for Bertone it was a different matter. They built a very limited number of cars each year and asking for 200 in one order was a lot. Bertone company lore has it that Nuccio Bertone tried to talk Arnolt out of it. “Chassis from England, bodies in Italy, then shipping to Chicago – the cost!” Wacky Arnolt was not a man to be turned away. In very short

(story continues next page)

“Wacky” Arnolt, continued

order Bertone was bodying MGs and Arnolt was soon on Bertone’s Board of Directors and had become a vice president.

The first effort produced was the Arnolt-MG, a four-seater Bertone-bodied car based on the MG TD chassis and XPAG 54-hp engine. The Arnolt-MG was designed by Giovanni Bertone, his son Nuccio, and Giovanni Michelotti. Of a planned production of 200 cars, 103 were actually produced between 1953 and 1954: 67 coupés and 36 convertibles.

Subsequently, however, MG informed Arnolt that it could no longer supply chassis and engines due to the demand for its own complete cars (as well as the replacement of the TD by the TF), so Arnolt had to start looking for a replacement.



The Arnolt-Bristol

Back in 1953 Arnolt had visited the London Motorshow and was impressed with the Bristol 404. Arnolt then struck up a deal with Bristol which agreed to provide its stripped-down 404 chassis with a Bristol 6-cylinder engine. They were to be shipped to Bertone in Italy to be clothed in a Spyder body. The design was to be orchestrated by Franco Scaglione with coachwork by Bertone, and the Arnolt-Bristol was born. Once again 200 were ordered and 142 were produced: 140 roadsters and 2 coupes. The Arnolt-Bristols were to be built in Filton, England, as a powered chassis;

the body was fitted by Bertone in Italy, and only final assembly, fitting of options, prep work and paint and upholstery were executed in Warsaw, Indiana.

The Arnolt-Bristol cars were available in four body styles: Competition, a stripped road racer; Bolide, a slightly better-appointed road racer; Deluxe, a better-appointed version of the Bolide (side windows and convertible top, instruments mounted in a housing in front of the driver, glove box set in the dash); and Coupé, with pop-up headlights. At least one open car was subsequently fitted with a removable hardtop. Prices as per a 1956 factory letter were \$3,995 for the Competition model, \$4,245 for the Bolide, \$4,995 for the Deluxe and \$5,995 for the Coupé.



A very rare Arnolt-Aston

Next, Arnolt set his sights on producing an Arnolt Aston-Martin. His goal was to produce a Bertone-bodied Aston-Martin DB2/4 roadster and sell it as an Arnolt-Aston. It was to be designed by Bertone's Arnolt-Bristol designer Franco Scaglione and the cars were to be fitted with Aston's 125 hp, 2580 cc engine. However, the production of Arnolt-Astons was stopped by Aston-Martin after only three cars were built.

Then, Arnolt created a racing team for the Sebring 12-hour race, and in 1955, at their first

(story continues next page)

“Wacky” Arnolt, continued

attempt, his special Arnolt-Bristol lightweight cars finished first, second and fourth in the Sports 2000 class, winning the Team Trophy, a feat which was replicated in 1956 and 1960. The following year they took second and third in class.

Wacky Arnolt may not have made much money on the Arnolt-MG or the Arnolt- Bristol, but his Bertone-bodied Arnolt-Bristols continued placing very well in subsequent races for several years.



An Arnolt-MG Drophead Coupe

Wacky Arnolt went on to become the BMC Distributor for the Midwest, handling the full array of BMC products, including Austin-Healey, MG, Riley, Wolseley, Morris and Austin, and all the while ran successful automobile companies in both the USA and Italy.

At the age of 54, he suffered a stroke, and subsequently two years later he died from a heart attack. It was the day after Christmas, December 26th, 1963. The creative innovator in British automobile history was no more, but his sought-after creations live on until this day, as exemplified by his 1954 Arnolt-MG Drophead Coupe which sold for \$247,500 during the recent Mecum auction in Kissimmee, Florida.

[A few years ago, a Arnolt MG Coupe was entered in the New Orleans show. That this car was built on the humble T-series platform was nearly inconceivable.-Ed.]

The MG Sports Car of the Future

Ed. thanks [Tony McLaughlin](#) for a [link](#) to UK website Auto Express, which has these images of the MG Cyberster, the new electric roadster. The steering yoke is not my “cuppa,” but the badge on the boot is a nice homage to the past.



Auction Roundup: Pre-War

[All at least 86 years old, these classics are guaranteed to get attention at any show-Ed.]

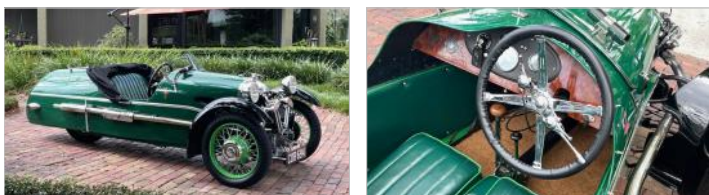
1937 Austin Tourer



Sold for \$8,600 on Bring A Trailer

Finished in blue with black fenders over black vinyl, this "New Opal" tourer features a 747cc engine and a three-speed transmission. In running and driving condition, the car did have some needs, including a broken headlamp, a missing tun signal lens, and a rope as a starter cable.

1936 Morgan MX4 Super Sport with Trailer



Sold for \$40,000 on Bring a Trailer

This green three-wheeler, with matching green leather and green wire wheels, is powered by a liquid-cooled Matchless V-twin. The car won the Fashion Group International Award for the Best Presentation of Fashion and the Automobile at the 2009 Amelia Island Concours d'Elegance.

1933 MG J2



Sold for \$43,000 on Hemmings

A rare swept-wing model, this MG, finished in cream and green over green leather, was completely restored in 2009, and made the podium at two concours events. It is powered by an 847cc engine producing 36 horsepower.

Around the Bend

The Busy Season Isn't Over

While temperatures are increasing, you still have several opportunities for you to exercise your British car and socialize with your fellow British car enthusiasts:

- **Annual SABCC Club Picnic**, May 13, Oscar Johnson Memorial Park, Silverhill: Interested in a fun event with all the picnic food you care to eat, and an informal display of British cars? The SABCC Picnic is for you, and the only cost is whatever side dish you choose to bring (for which a sign-up sheet will be distributed at the April 25 SABCC meeting).
- **Silverhill Car Show**, May 27, intersection of Hwys. 55 and 104, Silverhill: A fundraiser for the veteran's memorial, this show offers a British class, and the southeast corner of the intersection is always claimed for His Majesty. The registration fee is \$25 and the form is [here](#).
- **Tri-Club Pig Roast**, July 23, **Tom Schmitz** home, Lillian: Held each year at Tom's home on Soldier Creek, this event brings together members from SABCC, the Mardi Gras MGs, and the Panhandle British Car Association for all the roast pork, salads, sides, and desserts you could possibly want. Best of all, it's free! You only need to bring a dish to share, and whatever you care to drink. British cars get preferred parking. You will enjoy seeing Tom's onsite garages and his vast collection of model cars, relaxing by or in the pool, and watching boats go by. For the last couple of years, Tom Matsoukas from PBCA has brought his pontoon boat, so you might be on of those boats that go by!

Classifieds

1958 Triumph TR3

I have a project car that I need to sell for someone who enjoys doing restorations. I've owned it for many years and actually started the disassembly process several years ago but went back to work for awhile and lost interest in the project. Now, I am downsizing and moving into a retirement community, so this car has to go. I can make a great deal to someone who will take it off my hands.

My workshop is crammed full of junk and the car sits in the middle of the mess, so the pictures are not that great. The sidewalls of the tires have dry-rotted so each tire will need to be replaced in order to roll the car up onto a trailer. It is sitting on tire dollies at this time. So, whoever gets it will probably need to come out and take off the wheels and get new tires installed before they can move it. Although parts of the body have already been removed, it is complete and all parts are there.

I have no idea what a project car like this would sell for, but if someone were to make me a fair offer, I'd be happy to let it go locally and, hopefully, see it back on the road someday.

The car is located at my residence in Bromley, about 9 miles north of Spanish Fort on Hwy 225.

**Ron Thomas, 251-402-8444 (home)
850-339-3004(cell), n4rt@bellsouth.net**



1978 MGB Roadster

Here is a beautiful 1978 MGB Roadster that I have owned for over 10 years. Originally a California car, I have had it resprayed in original white color, fitted a new soft top, a leather interior and renewed the carpet. I also added new Mini Mag wheels and rebuilt the braking system and much more. The car has electronic ignition and starts and runs great.

My asking price is \$9,000 ono and the car can be viewed and driven in Fairhope. The only reason for selling is I have purchased a 1967 Jaguar XK-E coupe and do not have storage for both cars.

Jack Steinmetz, 713 851 7609



1971 Lotus Europa S2 Project

Lack of garage space, age and health force me to sell. I was doing a frame off restoration and starting to put it together, but it is mostly in boxes. Many new parts. Car is in Mobile.

*Bob Bulfin, bobbulfin@gmail.com
334-559-9155*



SABCC Shirts – \$20 each

Ed. ordered these Port Authority “silk-touch” shirts for a member, but he stopped responding to emails months ago. He did not pay me for them. I want to get them out of my guest room closet and recoup some of my money. Size XL; colors are Clover and Berry.



*Michael King, Sparkspanner@gmail.com,
251-698-1040.*

Stick Welder

Condition unknown. May be seen at Garagemahal. Make offer.

Tom Renick, 251-661-8333



Weak and Rusty

Michael King, Editor, *Spark & Spanner*

A Dilemma

I was minding my own business at the New Orleans British Car Day, having just parked my Jaguar XFR, when a guy a few years younger than me walked up [*seems like more and more of the people I meet lately are a few years younger than me-Ed.*]. He made some nice remarks about the car, asked me a few questions, then said “Do you know anyone who has an X308 XJR?”

Now for those not up on their Jaguar model designations, “X308” refers to the XJ8 and XJR models from 1998 to 2003, the first Jaguars to have V8 engines. Because their bodies are essentially the same as the X300-series built in 1995, 1996, and 1997, they retain the low cowl and roofline for which Jaguar was long-known.

I’m not sure who was more surprised – me, at his question, or him, when I said “I do.” Turns out he’s been looking for one for months. He remembered seeing my car at the 2022 New Orleans show, had done quite a bit of research, and decided one of these supercharged V8 saloons would be his perfect “special car.” He explained that he had a BMW, but after numerous modifications, it was more suited to track days than dinners out with his wife, who has all but refused to ride in it.

Of course, that led to the inevitable question: “Do you want to sell it?” I almost immediately said “no,” but I agreed to take his name and number and contact him if I ever changed my mind.

Driving the 210 miles home gave me plenty of time to think, which can sometimes lead to trouble. “I don’t really have room for four cars, and my XFR sits outside, which is bad for the paint.”



“Right now the car is in great shape, but what if something expensive breaks?” “I’m really only keeping the car to show.” “Prices on X308s are up, so I could sell it for a nice profit.” “Maybe if I sell it, I could get a MINI Cooper and use that as my daily driver.”

By the time I got home I was nearly convinced. The next day, I reached out to my new friend, gave him a price, and we discussed the car in depth. E-mails, service records, and more calls followed. I thought we were getting close. Then, silence.

My friend had warned me that he was very busy with work and personal matters. After more than a week with hearing nothing, he let me know he was having trouble reaching the local shop that had last worked on the car. That was a week ago.

Since then, I’ve slept a few times, and we had the “Brits by the Bay” show in Pensacola. I spent the Thursday afternoon before the show cleaning the XJR, which reminded me just how nice it really is – a fact confirmed by its first-place finish in its class.

So, as I write this two days after the show, I’ve decided to withdraw my offer. If the potential buyer has been looking for a year and couldn’t find a car as nice as mine, I know I will never find another one. And, I don’t need to sell it.

Now, all I need to do is text him. I’m doing the right thing. Right? [*I sent the text and he understood, but we agreed to stay in touch-Ed.*]

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Spark & Spanner Submissions

Ed. needs for your submissions for *Spark & Spanner*. Categories include

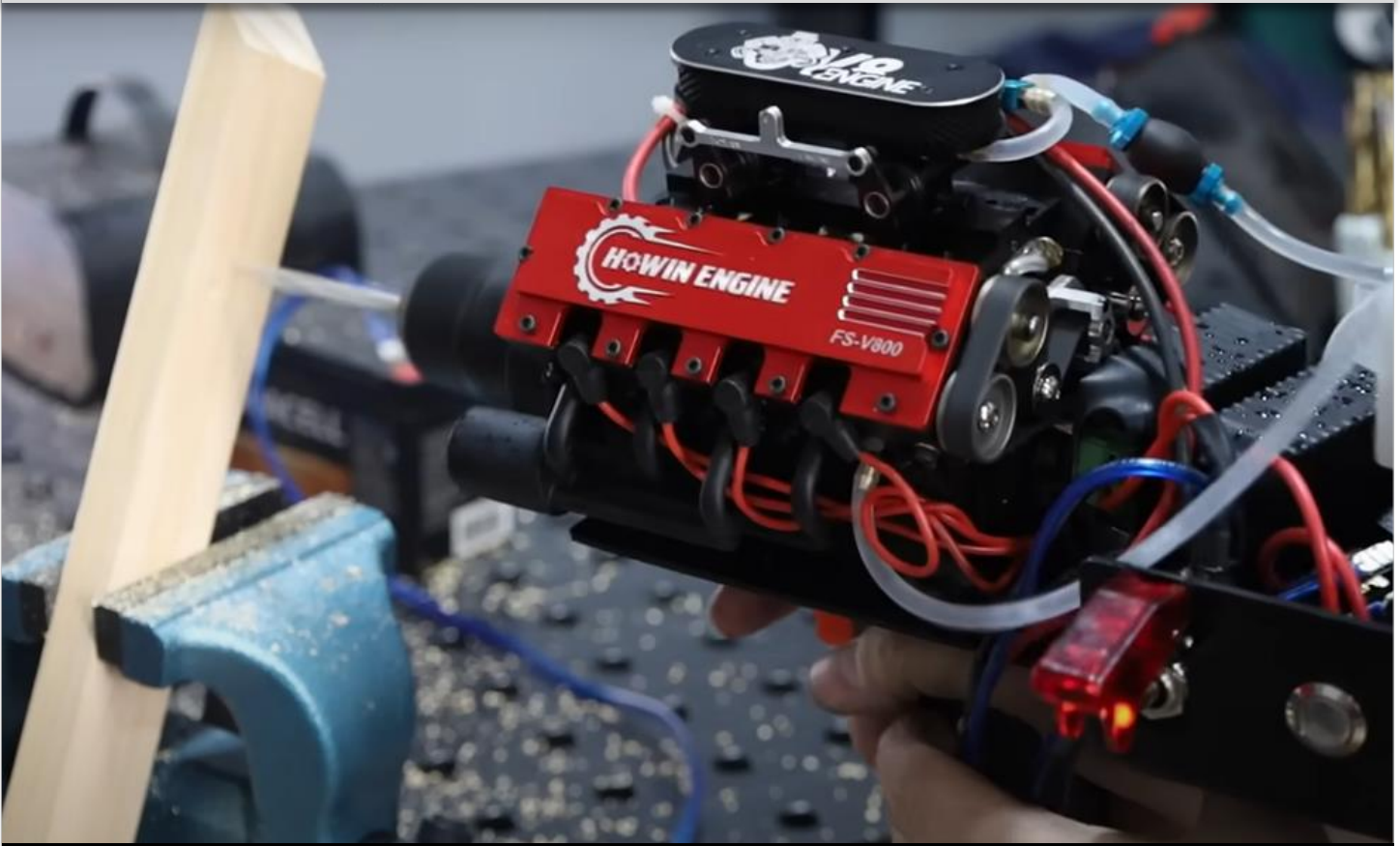
- **Activities Calendar:** SABCC events, car shows, and other events worth noting
- **Sparks:** news about club members, activities, and events
- **Spannering:** car repairs, restoration projects, tips and tricks, and prepping a car for a show
- **Spare Parts:** Auction Roundup, British car news, and whatever *Ed.* finds interesting
- **Gotcha!:** how members acquired their cars
- **Just Around the Bend:** Synopses of upcoming car shows and other events
- **Feature Stories:** Longer general interest items
- **Classifieds:** Sell your car or parts, or list what you need to buy

Submissions should be sent to SparkSpanner@gmail.com. Almost any text format is acceptable. Please include relevant photos.



Frank Stabler spotted these Mokes in Charleston, SC. These electric replicas of the classic Mini have become very popular in tourist areas. If one is going to motor about in a glorified golf cart, one might as well do so in British style!

And now, for something completely different . . .



Your drill not powerful enough? How about one with a V8? Tony McLaughlin sent Ed. [this link](#) to a video with all the details of the build.

Spark & Spanner

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Find us on Facebook! Look for our Facebook page, *South Alabama British Car Club*, and our Facebook group, *Friends of South Alabama British Car Club*.