

Spark & Spanner

The Official
Publication of
the South
Alabama British
Car Club

May 2023



From the President

Tom Renick

A Fabulous Picnic

What can I say – another great picnic in the books. You wouldn't think that we could beat last year's, but we might have just done it. We had the biggest turnout ever, and almost a dozen of us drove our British cars! The weather was great – a little toasty directly in the sun, but very comfy under the shade of the pavilion [*mad dogs and Englishmen . . .-Ed.*].

Some of our early rising hard chargers under the command of **Dick Bishop** were out blowing the dust off for us, setting up extra tables, and hanging our club banner for everyone to see. Soon food began arriving and **Donna Eagleson** started giving directions like a Hong Kong policeman in the middle of a busy intersection.

Presently, everything was ready and the festivities began. All the food (and there was plenty) except the barbecue came from individual members, and if you don't know by now, we have some fabulous chefs among us. My advice is never to miss a club function that involves food.

Once everyone ate all they could eat, the tent was struck, mostly everything disappeared into **Michael Bertagnoli's** truck and Donna's SUV and the park was left cleaner than when we arrived. Once again this shows that if everyone



Photo by Noel Eagleson

contributes a little, we will have a fabulous picnic.

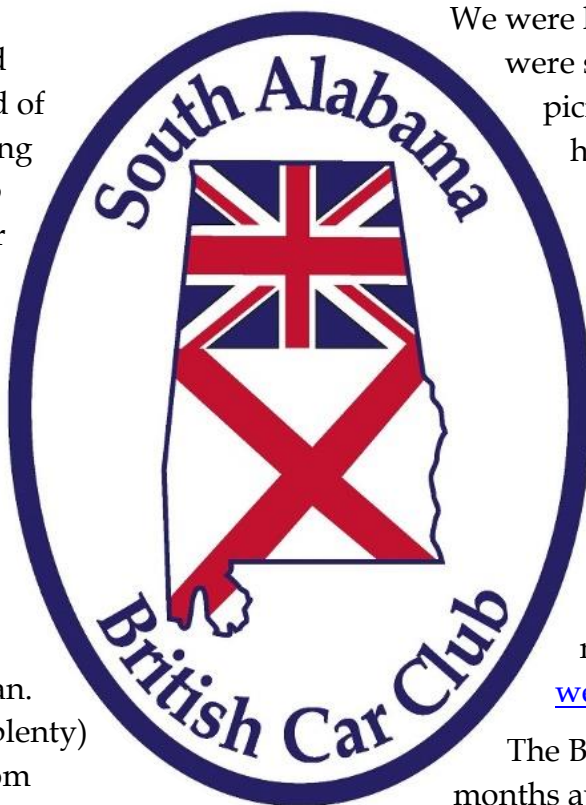
We were happy to notice that there were several newer, first-time club picnickers in attendance and hope that they went away with a positive impression of our efforts.

There was also a surprise drop-in visitor. Barney Gaylord and his son were making their annual tour of British car clubs around the country in their red MGA. Barney is known as "The MGA Guru" and has numerous helpful hints on his [website](#).

The British Car Festival is only five months away and there may still be some positions needing to be filled. Get with Chairman **Brian Daly** to see what you can do.

The June SABCC meeting is back at Don Carlos Mexican Restaurant on the 27th [*remember, no May meeting-Ed.*]. Hope that everyone can be there.

Tom Renick is the president of SABCC. While he is not a fabulous chef, he enjoys the culinary creations of those who are.



On the cover: *Bill Cashion's Jaguar XK120, Tom Schmitz's MGTF 1500, and Barney Gaylord's MGA at the annual club picnic. (photo by Tom Renick).*

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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

May 23, 2023

Nothing. Remember the picnic? That was our May club meeting.

May 27, 2023

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

May 30, 2023

BCF Planning Meeting, El Rancho, Daphne, 6 p.m.

July 23, 2023

Tri-Club Pig Roast, Schmitz home, Lillian, AL, noon. Bring a side dish and whatever you like to drink.

Sep. 27 – Oct. 1, 2023

Vintage Triumph Register National Convention, Dillard, GA, details at vtr2023.org.

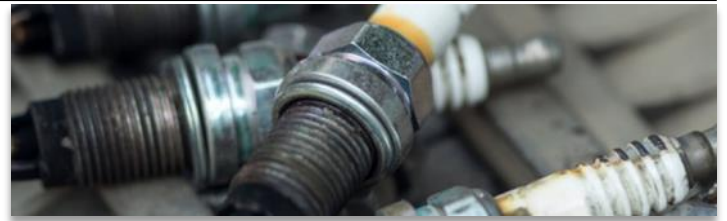
May 2023

Su Mo Tu We Th Fri Sat

	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27 Silverhill Show
28	29	30 BCF Planning	31			

Sparks

Club and Member News



Club Picnic

pictures by Donna Eagleson, Noel Eagleson, Rodney McDonald, and Ron Wolverton

SABCC's annual club picnic, held Saturday, May 13 at Oscar Johnson Memorial Park in Silverhill, was the best-attended in club history, with 55 members and guests [Would have been 56, but I was selling car parts – see p. 17-Ed.]. As usual the event featured lots of food, plenty of camaraderie, and a small British car show.

Ed. will let pictures on this page and the next tell the rest of the story.



Guests admire the cars on display.



The group photo is a picnic tradition.

Club Picnic photos, continued



Left, from top: **Linda Warren** signs in; setting out the sides; these folks are ready to eat.

Right, from top: Picnickers enjoy the day; **Michael Bertagnolli** admires the desserts; show chair **Brian Daly** brought a cake celebrating BCF theme.

Spannering

Advice on Repairs, Parts, and Services



MGA 'Barn Find' Project Becomes a Labor of Love

story and photos by Terry Travato

You never know when you'll get the call: Someone has an old British car stored in a barn, shed or garage for decades and wants to get rid of it since no one in the family wants or cares anything about it.

And that's exactly what happened to SABCC member **Lyman Dykes** when he recently received a call from the widow of an old friend who had passed away. "She said she believed her husband had stored an old British car in a garage on a piece of property they owned, and added that the garage door had not been opened for 25 years," Dykes recalls. "She asked me to please come get it and haul it off because she wanted to sell the property." And with that, Dykes' "barn find" adventure began.

"I hooked up my trailer to my pickup truck and off I went to see what sort of surprise was awaiting me," Dykes explains. "We had to pry the

lock off of the garage door since its keys were long gone, and when we opened the door, there sat a 1959 MGA in deplorable condition, but it was mostly all there," he says. With the help of a group of friends and a bit of tedious effort Dykes got the vehicle loaded onto his trailer and hauled it to his property. "And interestingly, there was a derelict MGB on the other side of the garage, and fellow SABCC member **Noel Eagleson** is going to acquire it," Dykes points out.



Lyman Dykes inspects his find and luckily it contains only minimum rust.



The MGA sees the first light of day in over a half-century.

Dykes says that finding decent barn finds are usually few and far between, and to find an MGA that's been kept in a dry, enclosed garage for over half a century is even rarer. "I was very fortunate to get one in that condition with just minimum rust," he adds. His wife, **Beverly**, came out to view the MGA in its sad state and Dykes asked her, "Would you like to have this car?" She said she'd have to think about it but commented she really did like the flowing lines and style of the body. A few days later she announced, "I want it, but only on one condition:

(story continues next page)

MGA Barn Find, continued

you will have to make sure you paint it Old English White.”

With that, Dykes has begun the complete restoration of the tired old MGA and says he will be doing almost all of the work himself. And he certainly has the knowledge, background and expertise to handle the task.



Old botched fiberglass repairs are removed with a hammer and screwdriver.


“When I mustered out of the service in 1961 I went to work for White’s Imports in Mobile as a Mechanic’s Helper,” he says. “Now White’s was a BMC/Volvo dealer but was attached to a Shell service station – BMC was having a hard time finding dealers back in those days.” He had only been there for several weeks when the boss gave him a daunting assignment: He asked him to overhaul an MGA Twin Cam engine. And from that day to this Dykes has performed just about every type of British car restoration and repair task imaginable, including performing a complete ground-up restoration on a 1959 Austin-Healey bug eye Sprite he has owned for 54 years. He has a 40 by 40 foot workshop on his property with just about every tool imaginable and as far as the MGA goes he will only farm out such tasks as bead blasting the components with walnut shells and painting the body.

“I promised Beverly she will be proud of the fin-

ished project, which I estimate will take about a year and a half,” he concludes, “and am pleased this car which belonged to an old friend will remain under my care.”

A classic MGA advertisement:

Poetry in motion! Soar into a new world of your own in the MGA '1600'. There's nothing quite like the way its swift new horses level the hills and the way it steps through tight bends with cat-like precision. And there's a gratifying feel of solid safety when its new disc brakes take command. No matter what you've been driving—no matter what it cost—you owe it to yourself to test-drive the new MGA '1600'. Call your BMC dealer and name the date today! And...ask him to tell you about the full 12 months' factory warranty.

Safety  Fast!

BEST KNOWN SYMBOL OF WHAT
A SPORTS CAR SHOULD BE

Free literature and overseas delivery information on request.
A product of THE BRITISH MOTOR CORPORATION, LTD., makers of Austin-Healey, Austin, MG, Midgets, Morris and Riley cars.
Represented in the United States by HAMBRO AUTOMOTIVE CORP., Dept. H, 27 W. 57th St., New York 19, N. Y.
Sold and serviced in North America by over 1,000 distributors and dealers.

Here's the text in the body of the ad:

“Soar into a new world of your own in the MGA '1600.' There's nothing quite like the way its swift new horses level the hills and the way it steps through tight bends with cat-like precision. And there's a gratifying feel of solid safety when its new disc brakes take command. No matter what you've been driving—no matter what it cost you—you owe it to yourself to test-drive the new MGA '1600.' Call your BMC dealer and name the date today! And . . . ask him to tell you about the full 12 months' factory warranty.”

Sun Distributor Testing Machine

story and photo by Fred Veenschoten, PBCA

I was recently able to obtain this wonderful machine out of the late Bob Lembcke's shop. It now resides in Bob Manske's shop in Milton, Fla. Bob did a great job of cleaning it up from its dismal state when it arrived. Bob and I then worked on it tirelessly to get it into full operation.

These machines are getting harder to find these days, but their usefulness is without question. Our old cars get badly worn over the years and miles driven. Their distributors reach that point too. This device has been overlooked by most car owners who think "if it cranks and runs it must be OK." Well, running and running well can be two very different things as I found out.

I put the distributor from my 1952 English Ford powered Morgan 3-wheeler into the machine. This unit is supposed to have 20 degrees of mechanical advance beginning at 300 RPM and ending at 1800 RPM. I was quite surprised to find it had a total of 5 degrees of advance! The car drove OK, so I had not been too concerned about it. Now I am concerned.

My solution was to not spend two to three hundred dollars to have it rebuilt by a "professional." Instead, I took an old Sprite distributor and modified the drive end of it to fit into the Ford engine. I then put the unit into the Sun machine and found that it had 28 degrees of advance, which was too much for the side-valve Ford engine. Additionally, the advance started too early. With limited space here, I won't go into everything that I did, but it now has 20 degrees of advance and starts and ends where it should. I was gobsmacked when I drove the car the next time. The acceleration was much more brisk with no hint of ping.

The Sun machine has a rotating strobe light that flashes every time the points open. You can see

an arrow reflect this around the large degree wheel at 90 degree intervals. This will indicate if the cam is worn. You can slowly increase the RPM and see at what speed the advance starts to move and at what RPM it moves no further. You can also adjust the point gap to obtain the cor-



The Sun 400 distributor tester

rect dwell. You can then measure the point gap and maintain it at that point. You can then use a Mity-vac and test the vacuum advance. You might be amazed with the results.

This machine is now available for anyone to use. Just let Bob Manske know, and you can come to the next shop day at "The Milton Stables."

[Fred, thanks not only for this great article, but for your and Bob's work to rescue this fine old machine and make it available to car enthusiasts in our area. Ed. has attended several of Bob's shop days and he is always an extraordinarily gracious host. By the way, Ed.'s quick eBay search revealed that these machines are quite valuable, which means that the car clubs are very fortunate to have access to one.-Ed.]

Pierre's Wisdom

Pierre Fontana



All photos courtesy **Pierre Fontana**

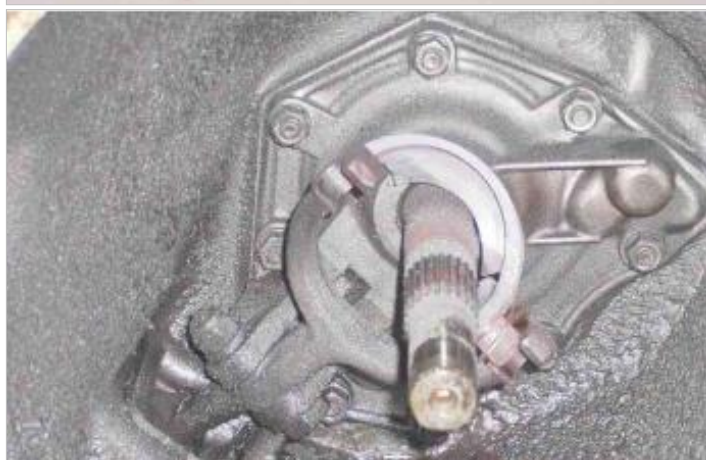
Bad Habits and Asbestos Residue

I had the opportunity to replace the clutch in a very nice 1980 MGB with 60k miles. This was the first time the engine was out and it was nice to see all the parts in place as they should be. The car had just gotten a new owner.

The throw-out bearing was totally destroyed, and fell in pieces when I pulled the engine out. A few British cars, like Jaguars and MGs, still used the old technology with no ball bearings and a cake of graphite, like a donut. It works perfectly, but every time you put your foot on the clutch pedal, you wear a little off, so keep your foot off. Start in neutral ALWAYS, stay in neutral at red lights, or in heavy traffic, and do not ride the clutch. This is a sign of a bad driver. Use it to shift only, and it may last more than 60k miles.

When I was discharged from the Air Force, I was offered a job running the laboratory at the VI District TB hospital on St. Anthony St., the old Marine Hospital. We had 120 patients. They gave me an apartment and the use of a five-car garage to work on my foreign and antique cars, but in return I was on call 24/7. I supplemented my income by buying old XK Jaguars with bad clutches for a few hundred dollars. In those days, not too many owners or garages looked forward to pulling the engine out to replace a clutch. I enjoyed driving them and selling them. Those were the days . . .

With this MGB's new clutch, from my favorite vendor, Moss, came a veiled warning. It made me think. They had a picture and a warning to never use an air hose to blow dirt and grime away; the reason is ASBESTOS. Old clutch and



Top, throw-out bearing; bottom, clutch fork.

brake material contains asbestos, a fantastic heat shield, and the best idea at the time. The moral of the story: asbestos is in many places on an old MG, such as head gaskets, manifold gaskets, brake pads, brake shoes, carburetor shield plates, and converter insulation. Remember Steve McQueen? That is what did him in. Learn how to protect yourself.

Pierre Fontana is a technical advisor for SABCC.

Spare Parts



The Anglia - Built Ford Tough

from anglia-models.co.uk

In 1961, the British Petroleum Company (BP) undertook a test on six cars. The purpose of the test was to see whether a particular BP lubricant, BP Visco-static Motor Oil, could help to reduce wear of a car engine's cylinder bores, pistons, bearing, valve stems and all parts lubricated by the sump oil; and thereby also reduce the rate of oil consumption expected by the six cars.

What the Trial Consisted of

The trial would consist of 100,000 miles of compressed driving in all sorts of conditions. The six cars would be expected to travel the equivalent of 12 years average family motoring in just nine months. To make the test fair and impartial, the cars were selected and observed throughout the test by the Royal Automobile Club (RAC). The RAC would supervise every aspect of the running and carry out the final strip down, inspections and measurements of wear. The sumps and cylinder heads of the engines were sealed by the RAC prior to the commencement of the trial. It was also a condition of the trial that if any engine parts dependent upon the efficiency of the lubricant, required repair or replacement at any time, then that car would be disqualified from the total trial.

The Beginning of the Trial

The trial began on the 26th April 1961, when the RAC representatives started visiting car showrooms in search of new cars. On that first day they selected a Morris Mini Minor, a Ford Anglia and a Vauxhall Velox. Six days later the

RAC bought a Triumph Herald, a 3.8 litre Mark 2 Jaguar, and finally on the 26th May, a Hillman Minx (purchased after the other cars had started the trial). Each car was a standard production line model, with the supplying showrooms having no knowledge of why the cars had been bought.

The Ford Anglia chosen was a new 1961, 997cc, deluxe model, registration number 292 DNM, chassis / engine number 105E 318774. It was purchased from the showrooms of Luton Motor Company, 326/340 Dunstable Road, Luton, with an initial odometer reading of 91 miles.

The cars were taken to the BP Halfway Garage at Luton, where the engines were sealed by the RAC, and the existing oil was drained and replaced with BP Visco-static Motor Oil. Special



The test Anglia on the Motorway

(story continues next page)

Ford Anglia, continued

Helda Pilots (mileage instruments calibrated to be 99.5% accurate) were fitted. The refueling, servicing, repairs and “top-ups” on all of the cars would be supervised by the RAC and undertaken by Halfway Garage. Any servicing, where practicable, would be undertaken at the normal manufacturer’s service intervals.

The Start of the Driving Trial

On 1st May, five of the six cars were rolled out onto the M1 to start the first day of their nine-month trial. The Anglia’s odometer reading at the start of the test was 156 miles. On that first day the Anglia clocked up another 415 miles.

The cars were on the road by 7am every morning, with two drivers per car working in shifts. The cars were driven all day with just the normal meal breaks for the drivers. During the summer, the cars were driven for up to 15 hours a day, and in the winter they were driven to 9pm at night (where practicable) and for six days a week.

Most of the miles were undertaken on the M1 motorway, where the miles could be clocked up safely and quickly. By 25th May, the Anglia had already clocked up 10,000 test miles, and by the end of June, another 10,000 miles.

Part of the trial also consisted of the cars tackling town and country roads. (You must remember that in 1961, there were hardly any motorways in the UK. Once off the M1 the cars would be back on roads that were still evolving from before the Second World War.) This part of the trial more consistently represented where the average family would be using their vehicle and the type of conditions they would be tackling daily. The trial also included one week in the Lake District of Cumberland.

By November the 25th, the Anglia had clocked up 90,000 miles. By now though, the weather



Weather conditions were much worse by the end of the trial

had deteriorated badly, making the last 10,000 miles tricky for the cars and drivers, but by January all six cars, including the Ford Anglia, had made it; 100,000 miles in nine months. The final mileage for the Ford Anglia was 101,495.

The Results of the Trial

Now it was time to see if the oil had done what the trial was asking of it. The cars were taken to the BP Research Centre at Sunbury-on-Thames, where the engines were stripped down under strict RAC supervision and accurate measure-



Ford Engineers inspecting the Anglia’s Engine Components

(story continues next page)

Ford Anglia, continued



Testing in the Lake District of Cumberland.

ments taken for wear of all of the relevant parts.

The relevant manufacturers were invited to inspect the car engines and comment on them, after all of the measurements had been taken.

The RAC published their reports for each car, with the Ford Anglia one being RAC "Report on Trial No 833" which could be requested from the RAC. The summary report consisted of an

A3 size document that folded out to reveal four A3 pages of information. You could also request a copy of a brief case history of the Anglia that described each service interval and what things had had to be done to the car over the length of the trial.

The published averages for the Ford Anglia are shown in the table below. Total petrol consumed on the trial was 2,255 gallons.

BP produced a booklet that described the trial and gave pertinent extracts of the RAC reports for each vehicle together with some vehicle manufacturers' comments.

[This article and the pictures and table in it are from the [Anglia website](#). The link to the original article is [here](#).

Ed. thanks "Anglia-phile" and owner **Mac McNamara** for sending this story. Incidentally, Ed.'s brother had a

1978 Ford Fiesta, which used a variant of the Kent engine. The Kent made its debut in the Anglia 105 series, the car used in this test.]



The McNamara Anglia

Month	MPH	MPG	Oil Changes	Top-ups	Miles to 1 Pint	Monthly Test Mileages
May	35.8*	42.9 *	-	-	-	-
	46.6	47.3	17 1/2 Pints	6 1/2 Pints	1,816	12,711
June	47.6	45.1	13 1/2 Pints	8 Pints	1,811	14,489
July	47.8	45.1	18 Pints	8 Pints	1,873	14,986
August	48.2	44.8	13 1/2 Pints	7 1/2 Pints	1,428	10,714
September	48.1	46.2	13 1/2 Pints	7 1/2 Pints	1,911	14,333
October	48.3	44.4	22 1/2 Pints	4 Pints	3,503	14,013
November	47.6	44.3	17 1/2 Pints	2 Pints	5,110	10,220
December	47.5	42.5	9 Pints	1 Pint	6,270	6,270
January	46.4	41.7	-	-	3,759 +	3,759
Averages and Totals	47.1	45.0	125 Pints	44 1/2 Pints	2,280	101,495

* = Running In period of Approximately 3000 Miles

+ = Last Oil change 21st December. No additions after this date.

Auction Roundup: Automobilia

[The auction houses sell some items that are not cars-Ed.]

Illuminated Lucas Sign



Sold for \$2,800 on Bring A Trailer

Approximately 24" across, 12" tall, and 5.5" deep, this sign has a metal frame and a glass face. Red letters are set off from the blue face with a shadow effect. As one would expect, the auction comments covered the gamut of jokes and snide remarks at poor Joseph Lucas' expense.

Jaguar Sign and Tool Roll



Sold for \$5,500 on Bring a Trailer

Offered for auction in Cambridge, England, these items were owned by the seller's family for more than five decades. The lighted sign is about 24" wide and 10" tall, while the tool kit is from a Jaguar XK120. The latter includes a screwdriver, a Lockheed bleeder drain tube, four double-sided open-end wrenches, three box wrenches, pliers, and tire levers.

1964 Bristol Lodekka Double-Decker Bus



Sold for \$38,850 on Hemmings

Converted to a rolling pub in 2000, this bus offers seating on both levels, a mahogany bar with three beer taps on the main level, and an aircraft-style toilet near the stairs. The running gear was replaced during the conversion.

Around the Bend

Activities Just Keep Coming

Summer is slow-paced – right? Not if you are a British car enthusiast! These events remain on the docket:

- **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!
- **Vintage Triumph Register National Convention**, Sep. 27 – Oct. 1, Dillard, GA: Most know Dillard for its MG event, but this year it's also hosting the VTR convention. The theme is "Celebrating the Vision of Giovanni Michelotti," honoring the Italian designer of many of our favorite British cars. For more information, visit vtr2023.org.

Classifieds

MGB Projects or Parts Cars

Red car \$300; green car \$500. Both are rough, but the engine in the green car turns freely. For more information, contact Ben Cummings, who can put you in touch with the seller.



Ben Cummings

ben@cummings-architecture.com

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

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



Wanted – Sunbeam Autos

South Alabama area.

Tom Renick, 251-661-8333

Weak and Rusty

Michael King, Editor, *Spark & Spanner*

Diversity - a Good Thing?

Some of you know that I recently began working at AutoZone (specifically, the store on Pensacola Blvd., just south of Nine Mile Rd.). I'm a "parts sales manager," which means I work the counter, stock shelves, answer phones, sweep floors, and do whatever else needs to be done. I also can close the store, which means my shift usually ends at 9:00 p.m.

In my first three weeks at the store, perhaps the biggest revelation is the sheer number of parts we carry. Besides the floor stock (such as oil, filters, batteries, wiper blades, chemicals, and cleaning products), we have literally thousands of "hard parts." These include brake pads and rotors, spark plugs, electrical components, belts and hoses, radiators, chassis parts, and much more. The first step we take with almost every customer is to ask "year, make, and model." Otherwise, we would spend hours trying to get customers the parts they need.

All of this diversity sometimes makes me wonder: do we really need so many different cars and trucks? Can't everyone drive an F150, a Camry, or a Tahoe? Can't more parts be standardized?

Of course, the answer is a resounding "NO!" A vehicle that meets my needs will very likely not meet yours. Some need lots of seats, some need cargo space, some need towing capacity, some need economy — you get the picture. And speaking of pictures, the one in this column's header is proof that one vehicle might not meet even the needs of one person. After all, I need a daily driver (my black Jaguar), a show car (the white one) and a fun car (the convertible). Not includ-



ed in this picture is my MGB, which meets my need for a semi-classic car.

All this diversity means more parts for parts houses to stock. Engineers have to design engines, transmissions, and chassis systems to fit the various vehicles customers want. Regulatory requirements, improvements in technology with the passage of time, and consumer preferences dictate design.

In the British hobby, we are fortunate that models which comprise its foundation were simple designs produced for many years with relatively few changes (e.g., the MGB). That's allowed a robust industry to develop which offers after-market components, almost to the extent that one can "order a new car from a catalog."

However, as newer models achieve collector status, their more complicated designs and the increasing use of plastics could mean the parts one needs to keep a car on the road will be made of that most elusive of elements, "unobtainium." I have already begun to see this with parts for my 2001 Jaguar (the white one), for which some components were designed thirty years ago.

As we move forward, hobbyists will have to be more creative in sourcing the parts we need to keep these cars on the road. Fortunately, online parts houses, eBay, and 3D printing are helping.

So, I'm glad we have diversity, even with its complications and threats. No offense, but I really don't want an F150 as my only vehicle!

32nd Annual British Car Festival Celebrating the **Triumph TR6**



October 22, 2022 • Fairhope, Alabama

Thank you Sponsors!



British Car Interiors

**Caroline and
George Brown**



Cracked Nut
Enterprises



CUMMINGS
ARCHITECTURE
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Glenn's MG &



British Car Repair



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Attention to Detail Lawn Care
Big Board
Brian Daly
Charles Bell
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The only MEMBER-RUN organization for MGB, MGC, Midget, 1100/1300 and Post Abingdon Car owners.

ANNUAL MEMBERSHIP \$30 (\$45 overseas)

- *Dash plaque* • *Membership card* • *Window decal*
- *Six bi-monthly issues of The MG Driver, a 68-page informative magazine.*
- *Annual national convention – a four-day MG party!*

North American MGB Register

PO BOX 876 • Downers Grove, IL 62897-0876
Toll-free phone: 800-NAMGBR-1
www.namgbr.org

SABCC is a Chapter of NAMGBR, and they provide insurance coverage for our events. Your membership matters!

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.

Spotted in the Not-So-Wild

by Don Pritchett

As a follow-up to recent article about Arnolt-MGs I would like to report a sighting of a 1952 Arnolt-MG Coupe. It can be seen at the Savoy Museum. The "Savoy" is a state of the art automobile museum near Atlanta with both a permanent collection and rotating galleries. All of the cars are in fantastic condition. The Arnolt-MG is part of "British Invasion" gallery on display thru July 9th. It is displayed alongside an MG-TD which was the basis on which the Bertone body was built on to create the Arnolt-MG. Viewing these two together make it hard to imagine that they are the same car underneath and further that the Arnolt-MG is 1952 car!



And now, for something completely different . . .



One of a kind? Tommy Hartwell sent Ed. a photo of this 1967 Land Rover Bell Aurens Longnose, which began life as a 109" Series II A Defender. The German gearheads who created the thing intended to use a Merlin 27-litre V12, but German motor authorities nixed that idea, so a Land Rover 4.6L V8 was bored out to five litres, developing about 345hp. This is the only production model, as lack of funding killed the project.

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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*.