

Spark & Spanner

May 2025

The Official
Publication of
the South
Alabama British
Car Club



From the President

Ben Cummings

Saving Them All

Last Spring our club was contacted by **Ed Burkett** in Ocean Springs, who had an MG TD that needed to be saved. The car had been in a fire many years ago and then the car was dismantled with the intent of a full restoration. Unfortunately, the restoration didn't occur, and the car sat in pieces in a garage for many years. At a regular meeting I described the car and SABCC member **Mike McCord** was interested and eventually purchased the car. He has made great progress in restoring it. I am proud that the SABCC helped save the car.

This Spring a widow in Citronelle contacted the SABCC about an MGB. Her late husband started and got very far into a full restoration. Unfortunately, he passed away before he could finish the job, and the car sat in pieces in his garage for many years. Again, an SABCC member stepped forward and purchased the car with the intent of completing the restoration. I am proud again that the SABCC has helped save another British car.

Recently **Pierre Fontana** posted an MGB for sale. A car that is in good condition. It is a car that he acquired from the original owner and Pierre has maintained the car for that owner since it was purchased new. But the original owner is up in years and has lost interest in the car. So, now it is for sale [see classifieds, p 13-Ed.].

And then about a month ago I was contacted by a fella in Mobile that purchased a house and in the garage was a 1967 MGB. He doesn't want



Ed Burkett and his son **Gary** with the MG TD he sold to **Mike McCord** (photo by **Sherry McCord**)



the car and has asked me to help him find a buyer [again, see classifieds, p 13-Ed.].

So, this has me thinking. How many British cars are tucked away in garages? As I drive around town am I driving past hidden "barn finds"? I imagine there are many cars in backyard sheds and under tarps that sit there for various reasons; the owner died, the car didn't start one day, the restoration was never completed, or the surprise gift was not appreciated as hoped. Whatever the reason, I think there may be many cars in backyards that need to be saved. And I imagine that as the generations that appreciated the cars get older and as the nostalgia for Little British Cars fades, the SABCC will likely get more calls about a car in a garage somewhere that needs to be saved. And I hope that we can save them all.

Safety Fast,

Benjamin P. Cummings

Ben Cummings is the president of the South Alabama British Car Club.

On the cover: Bill Doran responded to an ad in the last newsletter and brought home this 1956 MGA. He's beginning, in his words "a short restoration as is." Another car saved – it had not run since 2019.

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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 [*Inflation? Tariffs? Not here! – Ed.*].

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Want a Club Shirt (or Jacket or Hat)?

SABCC uses Queensboro, which offers a large variety of embroidered shirts, jackets, hats, and other items, in men's, ladies, and youth styles, all of which can be embroidered with the SABCC logo. Here's it works:

1. Visit the [Queensboro site](#), find a shirt (or other item) you like, and note the style number, size, and color name (make sure the item is available in your size and color). We can usually get items at half retail.
2. [Send Ed. \(Michael King\) an email](#) listing what you want, including quantity, style number, color name, and size for each item.
3. When Queensboro runs one of their sales, I will place a group order – **but we need at least five to get the best pricing.**
4. Once the order is placed, I will send you an email with your total, which will include the price of your items plus shipping and tax.
5. When I receive the order (usually a couple of weeks) I will let you know.
6. I'll deliver your items at the next club meeting or event, and you'll reimburse me.

Simple, right? So, start shopping, and send me your list! If you have any questions, call or text Michael at 251-689-1040.

Around the Bend

Upcoming Club Activities



May 17, 2025

Annual Club Picnic

Oscar Johnson Park, 16811 State Highway 104, Silverhill, 36576, 11:00, \$10 per person. **The picnic takes the place of the regular May meeting.**

May 24, 2025

Silverhill Veteran's Memorial Car Show

Highway 104 and CR 55, Silverhill. Watch your email for details.

June 3, 2025

BCF Planning Meeting

Pier House, 5872 Battleship Pkwy, Spanish Fort, AL, 36527, 6:00. Future meetings will be held monthly the first Monday of each month (location TBA).

June 24, 2025

Monthly Club Meeting

Don Carlos Restaurant, 29699 AL-181, Daphne—6:00 to eat and 7:00 to meet.

May 2025

SU	MO	TUE	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	28	29	30	31

**CLUB
PICNIC**

**SILVER-
HILL**

June 2025

SU	MO	TUE	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	28
29	30					

**BCF
MEETING**

**CLUB
MEETING**

Sparks

Club and Member News

Annual Club Picnic is May 17

SABCC's annual club picnic is one of the highlights of the club calendar, and this year should prove to be no exception, as the shrimp boil premiered last year returns. The event will be held from 11:00 to 2:00 at Oscar Johnson Memorial Park, 16811 State Highway 104, Silverhill, AL 36576. The cost is \$10 per person.



Michael Bertagnolli serves Donna Jarvis at the 2024 picnic..

Cooking duties are headed by **Michael** and **Andrea Bertagnolli**, who are responsible for the traditional feast of shrimp, corn, and potatoes. Andrea will also prepare chicken and sausage gumbo for those who do not eat shrimp. Members are asked to contribute appetizers and desserts. The club will provide cold drinks.

British Car Festival is Just Five Months Away

Our annual celebration of all things British motoring will be here before we know it, and this year's 35th anniversary show will honor the Morgan Motor Company, founded in 1910 by Henry Frederick Stanley Morgan. The company continues to hand-build cars at its plant in Mal-

British Car Festival 2025



Celebrating the
**Morgan
Motor Company**



South Alabama British Car Club
October 18, 2025 · Fairhope, Alabama

vern Link, in England's West Midlands. Peter Lee and his show committee are already hard at work ensuring that the BCF continues to be the premier British car event in the northern Gulf Coast. The show planning team is always looking for more volunteers. Check the dates of future planning meeting on the preceding page and plan [*ahem-Ed.*] to attend!

David L. Turnipseed, Jr., 1951-2025

SABCC mourns the passing of **David Turnipseed**, a club member since 2011. David fought a valiant battle with cancer. A professor at the University of South Alabama, he owned a 1969 Jaguar E-Type. We could always count on him to mail out the British Car Festival postcards to past attendees.



David is survived by his wife Patricia, daughter Ashley, son David, III, and daughter Libby, as well as four grandchildren.

SABCC at Brits on the Bay (photos by Mike Japp, PBCA)



Andrea Bertagnoli, 1974 MG MGB Roadster



Lyman Dykes, 1959 Austin-Healey Sprite



Michael Bertagnoli, 1977 MG MGB Roadster



Tim Garrold, 1939 MG TA



Richard Bishop, 1967 MG MGB



Mark & Andrea Harris, 1980 MG MGB Roadster



Richard Black, 1999 Jaguar Vanden Plas



Keith Jarvis, 1978 MG MGB Roadster

SABCC at Brits on the Bay (photos by Mike Japp, PBCA)



Jennifer King, 1977 MG MGB Roadster (Noel Eagleson, driver)



Tom Renick, 1965 Sunbeam Tiger



Kristine King, 2025 Land Rover Defender 110 S P300



Dave Roloson, 2001 Jaguar XJ8 VDP



Michael King, 2011 Jaguar XFR (Kristine King, driver)



Dwyke Rushing, 2010 Aston Martin V8 Vantage



Jim & Diane O'Brien, 1998 Morgan Plus 8



Tom Schmitz, 1995 Jaguar XJS

SABCC at Brits on the Bay (photos by Mike Japp, PBCA)



Tom Schmitz, 2007 Jaguar XK Coupe



Fred Veenschoten, 1935 Morgan Sports



Tom Schmitz, 1955 MG TF 1500



Tim Witzigreuter, 1977 MG MGB Roadster



Gil Stuart, 1969 MG MGB Roadster



Robert Zabzdyr, 1983 Carbodies FX4R London Taxi



Eddie Toenes, 1980 Triumph Spitfire

Registered, but not present:

- **Brian Daly, 1962 MG MGA**
- **Robb Ogletree, 1962 MG MGA**
- **Dwyke Rushing, 1960 Austin-Healey Sprite**

[Visit the PBCA website to see all the show photos, and larger versions of these photos. You will also find a link to request a full-size version of your photo-Ed.]

Spannering

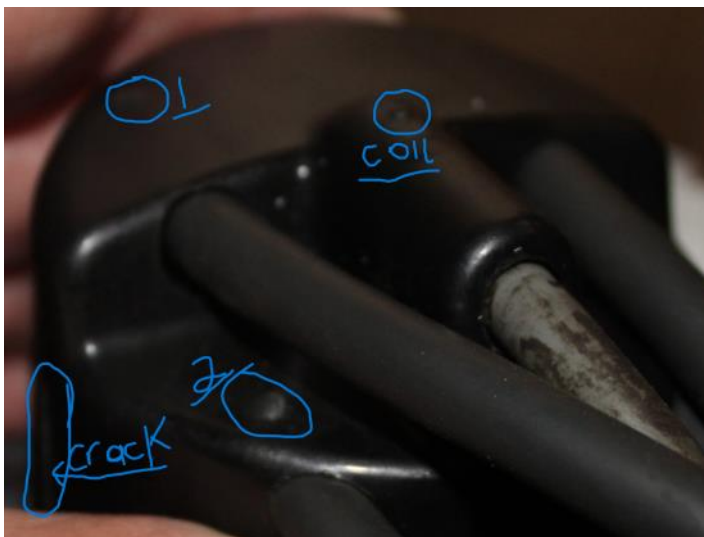
Tech, Repair, Restoration



The Case of the Missing Anglia

story by *Mac McNamara*

I found the reason for the miss in my Ford Anglia mentioned in previous articles. Take a look:



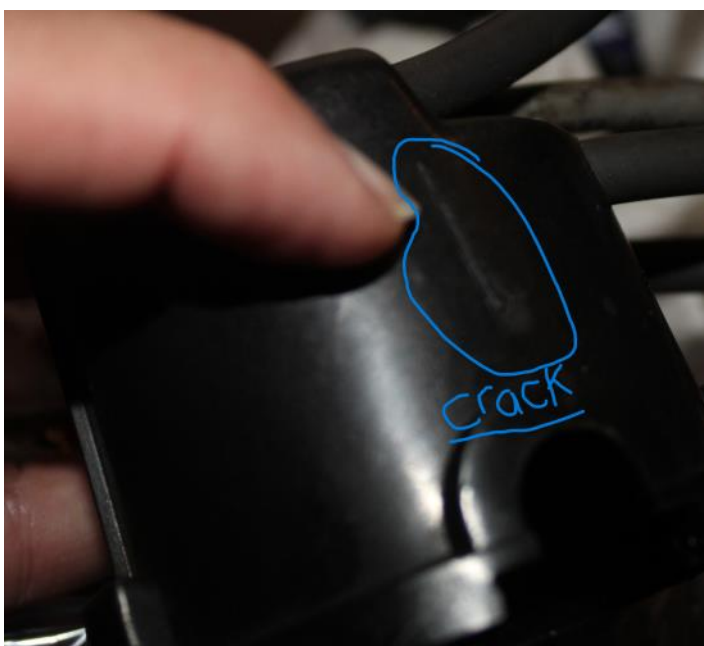
Above, crack and bulges on cylinders 1 and 2; below, crack on side closest to 1; right, crack and bulges at 3 and 4 (all photos by Mac McNamara).

The crack is under the #1 plug wire. The bulges (on all 5 wires) are the result of the screw that holds the wire in place going through both sides of the resistor wire and nearly through the cap. A new one is on order. In the meantime, the original cap (yes, I had one) with the original wires has been installed. I have driven the car to work on Monday through Wednesday (rain prevented a completed week of driving).

Quick question: Should I replace the plug wires with copper or stick with suppression?



[Do you have a suggestion for Mac? Please reply to mrhobbs456@aol.com-Ed.]



Better Contact = Better Lights

story and photo by Rodney McDonald

While chasing down a dim headlight issue in the MGB, I recalled some sage advice from ace British car restorer and top wrench Mike Darby, that auto electricity likes clean connections. Be they grounding points, bullet connectors or light bulb holders, a clean connection is a bright one.

My dim bulb problem (careful, now) was greatly improved with a thorough cleaning of all the connections from the fuse block to the headlights themselves. The 'B's headlights are still not blazing — especially by modern standards — but I can see and be seen much better now.

One tip I've read about over the years is to make sure the fuse clips in the fuse block are clean, too. Rolling a piece of emery cloth helped but a walk down a random aisle in the local big box discounter brought me to the gun cleaning tools. On the peg were several brass bristle brushes used to clean the bore of various firearms. I picked up one that looked like a good fit for the fuse clip and paid my \$4.00.



It works perfectly. I even put the brush in a cordless drill and found enough maneuvering room to automate the clip cleaning process. And with only four fuses, the process didn't take long at all.

Auction Roundup: Pickup Trucks

The British manufacturers are not known for pickups, but they've made a few.

1992 Land Rover Defender 110 Hi-Cap



Sold for \$28,000 on Bring a Trailer

Powered by a 2.5-liter turbodiesel, this metallic brown and blue over grey truck offered a tow package and air conditioning, although the latter did not blow "ice-cold."

1985 Land Rover 127



Sold for \$100,000 on Cars and Bids

Less common than the Defender 90 and 110, this truck was refurbished in grey over black by East Coast Defenders, who fitted it with a 4.6 liter V8.

1969 Morris Minor 8cwt Pickup



Not Sold for \$11,999 on Bring a Trailer

Charming in green over tan, this truck was refurbished around 2000 and fitted with a 1275-cc engine in 2012.

1996 Land Rover Defender 130 Hi-Cap



Not Sold for \$61,000 on Bring a Trailer

Subjected to a full restoration and fitted with a replacement 2.8 liter turbodiesel, this blue over black and orange truck's top bid was estimated at half its value.

Vintage Metropolitan ad ([Audrain Automobile Museum](#))

Weak and Rusty

Michael King, Editor

How's your portfolio?

I'm not talking about stocks and bonds. This is a car club newsletter. By "portfolio," I'm referring to your classic car collection, even if that collection has only one member [*anyone remember the "One-Man Gang" of professional wrestling fame?-Ed.*].

For some time now, the financial markets, and the underlying economy, have been a bit volatile. We could go into the reasons for this, but again, this is a car club newsletter, not a political or economic journal.

I guess what got me thinking about classic car values was the Auction Roundup – the half-page feature that I include in each newsletter (see p. 9). My theme this month was pickup trucks, and I had a hard time finding auctions in which the truck had actually sold. Now I am aware the British marques are not known for pickups – once you get past Land Rovers and Morris Minors, the selection is pretty thin. But, I kept finding "not solds," leading me to wonder if something was amiss.

The first step in checking this theory was to go to one of the leading online auction sites, Bring A Trailer. Last year, they sold \$1.5 billion worth of cars. Looking through their last 100 British car auctions, I calculated a sell-through rate of 74 percent. My Google research informs me their average sell-through rate has been about 77 percent. Close enough.

Continuing with Google, I looked up "classic car market conditions." I did find some articles indicating the market has declined since the pandemic. Apparently folks with not much else to do during COVID bought lots of classic cars, driving up prices. That bubble has burst, and prices are returning to pre-pandemic levels.

To further research the market, and specifically for British cars, I turned to our friends at Hagerty. Their car valuation site is not as open as it used to be, unless you are willing to register for "free" access, but they do still allow you to see values for Condition 3, driver-quality models, which is what most of us have.

Here are values and trends for a few of the more common British motors:

Year, Make, Model	Value	1-Yr. Change
1960 Austin-Healey Sprite	\$15,000	(8.0%)
1966 Jaguar E-Type Roadster	\$97,800	(15.7%)
1986 Jaguar XJ6	\$10,300	(4.6%)
1958 MG MGA	\$18,800	0.0%
1967 MG MGB	\$13,200	16.8%
1979 MG MGB	\$6,000	(17.8%)
1970 Triumph TR6	\$16,000	(3.0%)

(source: Hagerty Valuation Tools®)

So what does this prove? That the chrome-bumper MGB guys are happy, and everyone else isn't? Not really. Car valuations are guidelines, and the only true way to know what your car is really worth is to list it for sale and see what happens.

Nonetheless, the valuations above might indicate some softening in the British car marketplace. If you are buying, good – you might score a bargain (unless you want a chrome-bumper B). If you're selling, you might have to temper your expectations (unless you own a chrome-bumper B).

At the end of the day, I believe a classic car should be a want, rather than an investment, and intended to improve your quality of life, not the portliness of your wallet. Buy what you want, drive it, and enjoy it. Otherwise, you might ought to stick to stocks and bonds.

Classifieds

1967 MGB – Silver



Complete car. Needs a little TLC. Located in Mobile. \$1,000.

Jeff Hunter

615-970-2729

jhunter1112@gmail.com

1965 Triumph Herald

Convertible (cloth top). Good candidate for restoration.

Keith Jarvis

251-422-7979

1974 MGB Roadster



Many years in dry storage, made drivable, carburetors cleaned, tank flushed, new F/I filter, distributor cleaned, new points, condenser, lead, wires, all hoses and belts replaced, battery, rear wheel cylinder and brake hardware as needed, oil and filter changed, antifreeze, ignition switch, light switch, stater relay. NEEDS: ring gear (it has a bad spot), turn indicator- dimmer switch combo. Finished servicing it, TLC from long storage, tires. Call for details or inspection. Located in Mobile (36619).

Pierre Fontana

251-232-8331

1979 MGB Ltd. Edition



Garage-kept MGB LE; 79,000 miles. Rust-free with many recent repairs including brakes, tires, carb rebuild, new top and seals, and more. More photos/details on PBCA Facebook page. Moving—car is in Cantonment, Fla. \$6,000.

Brent Lorraine

brentslorraine@gmail.com

2024 British Car Festival



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and George
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And now, for something completely different . . .



Considering an engine swap, but want to keep your British car all British? Consider this 6-liter Jaguar V12 crate engine, available [here](#) at an asking price of \$10,000. And yes, it will fit in an MGB—here's [proof](#).

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South Alabama British Car Club

PO Box 18036

Mobile, AL 36618



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