

Spark & Spanner

May 2021

The Official
Publication of the
South Alabama
British Car Club



From the President

Tom Renick

Our Calendar is Getting Full

At the moment, I am laboring under a strict publishing deadline as set by the editor of your newsletter [*want some cheese with that whine?-Ed.*]. I got myself into this predicament because I wanted to say something about the first club event in a long time. Today was our annual picnic in the park in Silverhill. The weather was great and the turnout was better than some might have expected. Thirty eight members and guests, and two friendly dogs, attended. Thirteen British cars were parked in a very attractive and orderly line along the driveway. Everyone was talkative and appeared really glad to be out doing something again.

Individuals took their own lunch and the club provided soft drinks and water thanks to the efforts of the **Eaglesons**. **Dick Bishop** and **Rick Black** tidied the place up for us before the show. As usual, if everyone pitches in a little, the club can get a lot done. A good time was had by all, and we understand that some had good reasons for having to miss. We'll see you next year.

Keep an eye on the calendar because more activities are in the works. Next weekend (May 29) is the annual car show in Silverhill. The MGMG's have squatter's rights on the southeast corner as always. They inevitably make a good showing for the British marque and anybody's British car is welcome to park in. There will be a Backroads adventure happening soon, the brainchild of **Don Pritchett**. Always fun. **Tom Schmitz's** Pig Roast is in July [*18th-Ed.*] (he really goes whole hog



Photo by Noel Eagleson

for this one), and the Christmas Dinner is in December. The Second Annual Auto Jumble (swap meet to you colonists) should come off in November. Of course, the BCF is in October and you

might ask **Brian Daly** if there is anything you can do to help. And, at final last, we start regular club meetings on June 22nd, fourth Tuesday as usual, Don Carlos Mexican restaurant as usual, and 6:00 p.m. as usual [*for dinner; the meeting starts at 7:00-Ed.*]

As for the mystery Alpine (Rustbucket, the car that needs everything) at the Garagemahal, a team of highly qualified electrical whizzes descended on the Lucas part under the bonnet, and got the thing running! There is still no light at the end of the tunnel for getting it rolling though. If you think your car is looking dusty and crusty, drop by and check out Rustbucket, and make yourself feel much better about everything.

Tom Renick is the President of South Alabama British Car Club. He enjoys people making feel better about themselves and their cars.



On the cover: *Some of the British cars on display at the Fairhope Arts and Crafts Festival [you didn't think I'd put Porsches on the cover, did you?-Ed.]*

SABCC Club Officers

President	Tom Renick
VP Membership	Rick Black
VP Activities	Don Pritchett
Secretary	Peter Lee
Treasurer	Donna Eagleson
Member at Large	Dick Bishop
Member at Large	Frank Stabler
Member at Large	Ron Wolverton
Member at Large	Linda Ross
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Historian	Robb Ogletree
Newsletter Editor	Michael King

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Membership in SABCC is open to anyone with an interest in classic or modern British cars.

[Membership application can be found here.](#)

Activities Calendar

The powers that be require us to remind you that not every event listed on this calendar is officially sanctioned by SABCC, but that shouldn't stop you from attending. However, to avoid confusion, SABCC events are highlighted in **red**.

May 29, 2021

Silverhill Veteran's Memorial Car Show, Hwys. 55 and 104, \$25. Judging starts at 11:00.

June 14 - 17, 2021

[MG International 2021](#), Atlantic City, NJ, \$99 fee for registry members plus meal events & options.

June 22, 2021

SABCC Monthly Meeting, Don Carlos Restaurant, 29669 AL-181, Daphne; eat at 6:00 p.m. (on your dime); meet at 7:00 p.m.

July 18, 2021

Schmitz Tri-Club Pig Roast, Lillian, free.

October 22 - 23, 2021

British Car Festival, Fairhope, AL, \$25.

June 2021

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
		MG International 2021				
		Atlantic City				
20	21	22	23	24	25	26
		Club				
		Mtg.				
27	28	29	30			

British Car Festival is Supported by



Jaguar/Land Rover of the Gulf Coast

Sparks

Club and Member News



Fairhope Arts and Crafts Festival Display—a Return to Normalcy

photos by Robb Ogletree and Michael King

Bright, sunny skies, mild temperatures, vaccines, and a strong desire to return to a normal way of life combined to bring SABCC members, and their British cars, out of hibernation for the annual Fairhope Arts and Crafts Festival automotive display. Organized and hosted by the Mardi Gras MG club, this event is a springtime highlight, thanks in large part to the efforts of MGMG leader **Dick Bishop** and his jovial team.



*Licia Waddington's Damask Red 1977 MGB, lovingly restored by her late husband **Stuart**, graces the field.*



Cars at the display included, L to R, a Morgan three-wheeler, a Triumph TR6, a Ford Anglia, a Lotus Elan DHC, and an MGA.

Careful analysis [*sort of-Ed.*] of photos of the event, as well as discussions with other attendees, yielded a total SABCC participation at 18 cars, and at least that many club members. Marques represented included Aston-Martin, Ford (the English variant), Jaguar, Lotus, MG, Sunbeam, and Triumph.

As is customary, the Germans invaded the event later in the morning, and were shuffled off to one corner, their steeds mostly in shades of brown and black. However, one rather tall vehicle which, if British,

might have been labeled a “shooting brake” was a rather bright white, certainly not “OEW.”



*Wally Lindenmuth of the Porsche club presents reparations to **Dick Bishop**, who accepts on behalf of the Allies.*

Regardless, any offended sensibilities were appeased by the offer of appropriate reparations in the form of adult beverages, presented to **CMDR Bishop** by the Porsche-philés before the situation became ugly. But enough words—I'll let the pictures tell the story! [*I thought he'd never shut up-Ed.*]



MGB Ltd. Edition, MG TF "1500", Mini Cooper, MGA, Sunbeam Tiger



In the foreground, on "Jaguar Row," Mike Schiebert's Series III E-Type OTS contrasts nicely with Donna Eagleson's Series I



Our hosts fly their banner behind a Jaguar XK8.



SABCC president Tom Renick's 1965 Sunbeam Tiger looked smashing in its color scheme of Mediterranean Blue over black.



The somewhat sinister-appearing German contingent. Why so gloomy, mein Herren?



Robb Ogletree's MGA is framed by Triumphs: "Mrs. Emma Peel" (Dave Roloson's green/black TR4) and a yellow Spitfire.

Club Picnic Refreshes and Reunites

*photos by Dick Bishop, Noel Eagleson,
and Ron Wolverton*

After a one-year hiatus, Oscar Johnson Memorial Park in Silverhill, Ala once again was filled with fine British cars and even better fellowship as SABCC gathered for its annual Club Picnic. Held May 22 and taking the place of the May meeting, this event continued the “path to normalcy” begun with the Fairhope Arts and Crafts Festival car display held three weeks prior [*can British car owners ever really be considered “normal?”-Ed.*] Speaking of *Ed.*, he completely forgot to take pictures, and thus greatly appreciates the members, listed above, who came to his rescue. As with the Arts and Crafts story, we’ll let the photos tell the story [*with the help of a few captions-Ed.*]



Club Secretary **Peter Lee** and daughter **Mattie**, wearing appropriate headgear, inspect Brooke, **Dick Bishop's** 1966 MGB.



From left to right, above, a 1971 TR6, a 1959 VW [for **Caroline** and **George Brown**, we're ecumenical-Ed.], a 1973 E-Type, a 1978 MGB, a 1959 "Bugeye" Sprite, a 1957 MGA, a 1966 MGB, a 1999 XJ8 Vanden Plas, a 1978 MGB, a 1977 MGB, and a 1967 Elan. Not pictured, as they were on sandwich runs, are the president's 1965 Tiger and Ed.'s 2011 XFR. A 2007 Aston Martin Virage was a late, but welcome, arrival. Below, a closer view of the cars at the upper end of the row.



Mike Schieert, honorary member **Teddy**, **Michelle Patton**, **Karen Roleson**, and **Dave Roleson** enjoy lunch.



From left are **George Brown**, **Dave Couling** (standing) and **Noel Eagleson**. **George's** wife **Caroline** brought four dozen deviled eggs to share with everyone and **Noel** proclaimed them "divine."



Donna and Keith Jarvis.



L to R, Jerry Hall, prospective member Chris Davies, Mike and Nancy Darby, and Melissa and Bill Silhan.



Frank Stabler raises a toast to good times, and perhaps to his wife Sherry.



The president's Tiger, second from left, before his lunch run.



Tom Schmitz stands proudly with his Bugeye.



L to R, Dick Bishop, Brian Daly, Tom Schmitz, Rick Black, and Ginger Black. Dick and Rick arrived early to secure and police the picnic grounds.



The obligatory annual group photo, with some distancing.

Spannering

Advice on Repairs, Parts, and Services



Triumph Alternator Repair

by Mike Roe

[The article below appeared in "The Standard," newsletter of The Capital Triumph Register, whom we thank for this informative piece.-Ed.]

As I was driving up to D.C. for a Capital Triumph Register Drive recently, I happened to check the voltage of the Spitfire using a simple plug-in voltmeter, as the Spitfire is not equipped with a voltage gauge [*this is also true for later MGBs, so buying one of these gauges, available from various online vendors, is a good idea-Ed.*].

I did this because the alternator was occasionally putting out more than 15 volts and I was afraid of overcharging the battery. Turns out the opposite was true this time in that the voltmeter read 11.9 volts (!). This meant the car was drawing from the battery, thus forcing me to immediately return home.

A quick check of the alternator revealed the brushes, bearings, etc., were fine, so I suspected the voltage regulator could be at fault. On most alternator Triumphs, the rectifier/regulator assembly is under the plastic cap at the rear of the alternator. This assembly "rectifies" the alternating current output to direct current and also excites portions of the field windings as engine revs change to keep the output voltage roughly in the 13 - 15 volt range. The rectifier/regulator assembly is a small metal box with any number of wires, as Triumph seemed to change the assembly at will during production, even within production years.

As many of you know, original alternators are becoming expensive, with TR6 units sometimes approaching \$300 (!). Fortunately, Rimmer Brothers in the U.K. carries the rectifier/regulator units as separate parts. They typically run between \$15 and \$20, exclusive of shipping. I ordered a replacement unit

for my car, which in this case was a two-wire unit. The part showed up a week later and after installation the alternator output is now a consistent 14.2 volts across the RPM range. Two things to keep in mind when pursuing this fix: 1) Make sure you count the wires on your faulty unit, as there are 2, 3, 4, and even 5 wire versions; 2) Note where your unit is connected before you remove it, as you can damage your alternator if connected incorrectly [*a quick photo is invaluable-Ed.*].

Ten Commandments for the Car Collector

by Donald Peterson, adapted by Ed.

- I. Thou shalt not store thy cars out-of-doors, except for thy spouse's or partner's modern iron.
- II. Thou shalt not covet thy neighbor's car, nor their garage, nor their battery charger.
- III. Thou shalt not love thy cars more than thy family; as much, but not more.
- IV. Thou shalt not read thy *Spark & Spanner* on company time, lest thy employer make it impossible to continue thy car payments.
- V. Thou shalt not despise thy neighbor's Porsche, nor their Chevelle Super Sport, nor even their Mustang.
- VI. Thou shalt not allow thy family members to get married during the holy days of any British car show.
- VII. Thou shalt not deceive thy spouse or partner into thinking that thee is taking them for a Sunday drive when, indeed, thou art going out to look at another car.
- VIII. Thou shalt not tell thy spouse or partner the entire cost of thy latest restoration, at least not all at the same time.
- IX. Thou shalt not promise thy spouse or partner a new addition to the house and then use same to store cars; thou shalt not store cars in the attic.
- X. Thou shalt not buy thy spouse or partner a floor jack for Christmas.

The Best of

Pierre's Wisdom

Pierre Fontana



Photo courtesy Pierre Fontana

eBay Can be Very Good, or Very Bad

Working on “white elephants” can get frustrating looking for parts, not only in rarity but in price range. When they know you are looking for the rare and elusive, not in production, they tend to get expensive to sublime. Example, a not-so-rare 1970 Triumph TR-6 is a kicker. Its rocker-type hazard switch, used only two years, is available from major suppliers for \$211.95 plus UPS; if you close your hand on it, it cannot be seen, it is small and simple. Desperate, I called Matthews in Birmingham. After a couple of days, they called me with an original one, in the box, \$40.00 cheaper. I have used them before, and they never fail to respond. I found them valuable in Alfa parts too; they saved the day for me last week with a used clutch master cylinder. When I was overhauling the old one, I made a mistake when using air pressure to remove a sticking piston. My catch rag was not in place correctly and the piston must have gone to Mississippi, as I never recovered it. The master sells for \$ 120.00 plus UPS. Matthews sent me a whole used one for less than \$30.00 including shipping, and surprise, after cleaning it I found was a just-remanufactured unit. All I had to do is put it on and I had a clutch.

For those not familiar with Alfa, the little Italian car is extremely well-built, large inside, and has a sophisticated chassis, a little bit like their ladies, The engine is tops - with twin overhead cams and four carburetors (twin DCOEs), it is fast and furious for its size. Some came with Spica fuel injection; they drove me to drink when new. The later electronic F/I, like Jaguar and others, is easier to handle. This one has A/C, it was partly dismantled years ago, owner died, family wants car alive again, I am almost there, Still having lean problem with carbs, off and on, means I have trash and water floating around.

I have purchased many parts on eBay. I look for sellers with a good reputation, near 100 percent satisfaction, but it is a gamble. I have been lucky; I bought a couple of disappointing electronic devices, but I asked for it. When it is too cheap, that's one good reason to stay away.

On eBay, if you find a seller with a part you need, you can

click on “seller's other items” and explore the others, and you can contact them and ask questions. Always use the correct protocol on eBay, as it is strict on not being cheated out of transactions. They can ban you to ever use it again. They got mad at me for trying to auction some war souvenirs with German markings. They are offensive to some and are outlawed in certain countries. I had to put them on Craigslist. I was raising some funds to work on my old 1950 Ford. I found an over-drive transmission on eBay I could not live without and got it.

With Matthews, you have nice guys to deal with, nearby, in business at the same location for a long time, they know cars, they know parts, and are not just computers reading a number. If you have a British car, Volvo, Fiat, Alfa, Saab, or Yugo, they will help.

I am not trying to promote their business, but I get so disappointed with new parts. I just received a turn indicator switch from a leading supplier. It looks good, fits good, works perfectly well, but is not easy to install, The wiring has to take a difficult path and when installed the handle is not firmly fixed to inside block. Unless you are extremely gentle, the “push fit” plastic block will not hold. A call to sales, brought an apology and a solution: glue it in. It's hard to tell my customer I will have to glue his parts together. Some of those switches sell for over \$250.00 so you can dim your headlights

So take care of your electricals, clean your fuse box with a small wire brush, and DO NOT exceed the fuse values in manuals. Spray some silicone in switches to make them work easily, Do same on door latches and window channels. Maintenance is key to longevity of parts, and money staying in your wallet.

[This column originally ran in April 2009's newsletter-Ed.]

Just Around the Bend

Upcoming Events of Interest



Silverhill Car Show—May 29

Saturday, May 29, is the annual Silverhill Veteran's Memorial Car Show. While this is an open show, it does offer a specific British class. As in past years, the Mardi Gras MG club (MGMG) has secured the southeast corner of Highways 104 and 55 for the British contingent, and will have their canopies set up. Bring a chair, and plan on arriving at 9:00 if you want to be sure to park with the group [*otherwise, you might be next to a Camaro-Ed.*]. Registration is \$25 day of show, and judging will start at 11:00. Since this is a judged show, be sure to have a fire extinguisher and a first aid kit!

Backroads Tour—June (Date TBA)

The Panhandle British Car Association (PBCA) is planning a backroads tour on either June 12 or 19, which seems a good opportunity to revisit SABCC's own backroads tour plans, which were postponed due to the Fairhope Arts and Crafts Festival. The plan is for both tours to end at the Derailed Diner, at Exit 53 of Interstate 10. Watch for an email as the arrangements are finalized.

Schmitz Pig Roast—July 18

SABCC member **Tom Schmitz** has set July 18, 2021 as the date for his annual pig roast at his home on Soldier's Creek in Lillian. Tom is also a member of PBCA and MGMG, and invites all three clubs. The "guest of honor" has already been ordered; club members provide all the accompaniments. Directions and details will be included in the June *Spark & Spanner*.

British Car Festival—Oct. 23

You should have the date "Oct. 23, 2021" burned into your memory by now, since that is the 31st annual British Car Festival. Please add "Oct. 22, 2021"

as the members present at the club picnic agreed that the Friday night dinner should indeed be held.

Meanwhile, the planning committee has decided that the 65th anniversary of the MGA is sufficiently auspicious to name it the honoree of this year's Festival. **Rodney McDonald** has our official show art, courtesy of his artist friend who has helped us several years—see below [*thanks Capt. Obvious-Ed.*].



Show chair Brian Daly is holding regular meetings, so get involved! New logistics chair **Caroline Brown** will need plenty of help with keeping the day orderly.

Other 2021 Events

As club president **Tom Renick** noted in his column, several other events are on the horizon, some in the early planning stage, while others are moving to finalization. These include:

- Tours of a muscle car museum (with a few Brits) and a private car collection
- Brits on the Bluff, Sep. 17-18, 2021, Natchez, MS
- Euro-Fest Ridgeland (MS), Oct. 1-2, 2021
- The Auto Jumble in November, at Tom Schmitz's car storage facility in Lillian
- Christmas Dinner, Dec. 12, 2001, Rock Creek

Watch *Spark & Spanner* and your email for details on these and other events.

Spare Parts

General News and Information

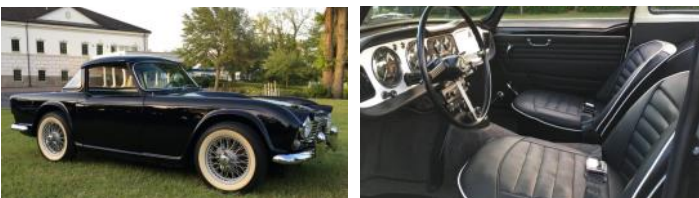
Auction Roundup

1965 Jaguar E-Type FHC



Sold for \$142,500 on Bring a Trailer
This green over beige Series I coupe is a numbers-matching example with Wilwood brakes and a Retrosound stereo. The body was resprayed in 2008 in a modern Jaguar color and the interior was refinished in 2016. While not perfect, the car is very attractive, and brought an attractive result.

1962 Triumph TR4



Sold for \$51,962 on Bring a Trailer
Fully refurbished in 2019, this black over black TR4 featured a Surrey top, overdrive, painted wire wheels, and an extensive list of repairs and new parts. Perhaps that's why it now holds the five-year record for TR4 prices on Bring a Trailer.

1959 MGA Race Car Project



Sold for \$3700 on Hemmings, benefitting charity
Yes, those are plywood wheels. Hemmings said, "Though probably not a project for amateurs, this 1959 MGA project could be the foundation for a fun vintage racer. Or, with much more parts sourcing, it could possibly be revived as a road car." Good luck.



Cure SD—Get a Club Shirt

Do you suffer from sartorial deficiency (SD)? This malady is more common than you might think.

SD sufferers, SABCC is here to help, and you do not need to speak to your physician. What's more, SD sufferers need not fear a litany of side effects.

You see, SD is caused by not having the proper attire in your closet. Researchers have proved that three of thirteen SABCC members do not, in fact, own a club polo shirt [OK, I might have made that up-Ed.].

The cure for SD is simple. Order a shirt. That's it. And SABCC is pleased to make this available to you, our SD-afflicted members.

We're planning to place an order with Queensboro.com, which offers wide variety of products. Ed likes their ["silk-touch" pique polo](#) in a poly-cotton blend at an introductory price of around \$20 plus tax and shipping (with a slight upcharge for larger sizes). More than 20 colors are offered, as are a [woman's version](#) and a [pocket version](#).

So, if you're finally ready to deal with your SD, here's what you need to do:

1. Visit the Queensboro website, via the links above.
2. Choose your shirt. The plain version is Style 1140, the woman's version is Style 1130, and the pocket version is Style 1143.
3. Choose your size and color. Note that not all colors are available in all sizes!
4. Send an email to SparkSpanner@gmail.com with your **Style**, **Size**, and **Color** no later than **June 6**.
5. Plan on picking up your shirt at the June 22 club meeting. We will email everyone the exact cost.

Cure SD. It's up to you. [I think I hear a '70's song-Ed.]

Classified Ads

<p>DR. J. C. AYER & CO., LOWELL, MASS. Practical and Analytical Chemists. SOLD BY ALL DRUGGISTS EVERYWHERE.</p> <p>Ayer's Cathartic Pills, For all the purposes of a Laxative Medicine.</p> <p>Perhaps no other medicine is so universally required by everybody as a cathartic, nor was ever any before so universally adopted into use, in every country and among all classes, as this mild but efficient purgative pills. — See various testimonials.</p> 	<p>L.D. LOWENBERG REAL ESTATE AGENT, Government street, near corner of Broughton</p> <p>WILL PAY PARTICULAR ATTENTION to selling, purchasing and leasing property to negotiating loans and transacting everything connected with Real Estate business.</p> <p>Maps of all the different Districts on the Island may be seen at his office. Particulars of purchasing tracts, lands, or making improvements, will find on his Building Board Lots on nearly every street. For use of Gardening Land in every District. — See of which stands ready for investment.</p> <p>Money on hand and mortgage to loan, in sum to suit the borrower.</p> <p>Conveyances of every description done at reasonable rates.</p>	<p>These may be important, but 5. Ascertain the new law years, also the total amount 6. Above all examine the parts.</p> <p>These suggestions are applied Assurance as to all similar is made to its reports for all in</p> <p>STATE SHOWING THE INVESTMENT NOVEMBER</p> <p>Mortgages and other landed investments, proceeds. Loans on the Company's Particulars of value. Various investments, include of other Companies by</p>
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MGAs for Sale

I have a 1957 and 1962 MGA, both for sale. Owned for about 8 years and they are both a little run down and need TLC (plus). Both are sold and complete. Extra 1800 rebuilt engine. Come see and make offer.

David Kennedy, 251-802-1700

1967 Rolls-Royce Silver Shadow

Strong engine, excellent silver and black paint.

NEW: Red leather interior, carpet, tires, fuel pump, AC compressor, battery.

NEEDS: Windshield wiper mechanism installed (parts furnished).



Health and age restricts my enjoyment of a luxury Rolls Royce drive.

Cecil L. Pugh, 251-342-3404

1979 MG Midget 1500

Russet Brown, 53,229 miles, parked since 1987. VIN: GAN6UL217115G, Build Date: Oct. 1978 Always garaged, no rust in the usual places. This is not a Frankenstein waiting for reanimation. It is a very solid car used daily used for eight years in need of TLC from an enthusiast for a second life. Some parts available; \$2500 for the car and negotiable pricing on the parts which include wheels, shocks, leaf springs, carburetor, (all name-brand), etc. Pictures available.

Robert Carstens, roedward@hotmail.com

1976 Triumph TR6

Maroon with black top. \$15,500 or best offer. VIN number is CF56955U, 97,948 miles. Refurbished interiors to include new crash panel, door panels, carpet, seats and seat leather seat covers. Radio included but not installed. Top is



new condition as the exterior paint. Tires are in good shape and the car is in good running condition but is not driven a lot. Engine overhauled at 97,721 miles. Some spare parts will go with the sale. [Car is in Texas-Ed.]

Richard Godeke, 281-684-7651, djgodeke@aol.com

Triumph TR 7 Monza Exhaust System

Still available, a brand new Monza exhaust system for TR7's years 1975 - 80. Make offer. Additional TR7 parts new in packages. Please call after 5:00 p.m.



Robert Reichert, 251- 979-1849

Need Spitfire parts? SABCC member Alan McDonald spotted these at Barry's U-Pull-It in Theodore.



Weak and Rusty

Michael King, Editor, *Spark & Spanner*



Stuff, Accumulation Thereof

I have a project in my (very near) future. It's literally blocking me from driving the MGB pictured to the right (although I'm ashamed to admit I've not done much of that recently).

You see, my garage has become too full of "stuff." In order to give myself more space, and perhaps even squeeze three cars into my 2.5 car garage, I bought two 36' by 72" by 18" steel cabinets, *on casters*, to replace the inferior and immobile cabinetry I have now. I managed, with the help of a dolly, to get them from the front porch to the garage, and there they remain, behind the MGB.

One reason I'm not overly anxious to begin this project is that I will have to do some hard work, and make some hard decisions. My wife has reminded me that we really need to get rid of some of our (my) possessions. These include a bicycle and a set of golf clubs, neither of which I've used since we moved into this house nearly four years ago.

She's right, of course. I bought the bike when we still lived in Mobile, in a subdivision where I could ride several miles without risk of being squished like a (rather large) bug. Our home in Pensacola is at the end of a quarter-mile long road, and the 35-mph limit on the narrow main road to which it connects seems to be a suggestion rather than a law.

As for the golf clubs, Kristine and I both bought a set several years ago and took some lessons. We both realized neither of us had interest in pursuing what novelist Harry Leon Wilson called "just enough game to spoil a good walk." I've told people that I gave up golf for British cars, because the latter are cheaper and less frustrating.

So it's time to let them go, along with lots of other stuff I really don't use. But letting go can be hard.

I've found myself thinking "why did I get rid of that?," even though I know the decision to do so was right at the time, and probably would still be right.

Take my stereos—please. I got a rather nice system as a Christmas gift when I was in college, consisting of a receiver, speakers, a turntable, and a cassette deck. I later added a CD player. Now by the time I got rid of that system, it was woefully out of date, but I got the itch again several years later, and bought another system, with large floorstanding speakers. Later, after I gave that cumbersome unit away, I bought a smaller one, and it moved to Pensacola with us, but I really did not use it, so off it went.

The same is true with cars. I still love my Jaguar XJ-S, my XJR, and my MGB, but now that I have the XFR, I seem to only drive and show it. I guess I should let one or more go, but doing so is hard, so I'll try to make more space in the garage, so more can stay inside. Now if you'll excuse me, I need to hook up my new stereo system . . .

A word of tribute:

May 22, 2021 marked one year since the passing of **Stuart Waddington**, and June 26, 2021 will be the fifth anniversary of **Richard Cunningham's** passing. Both were taken from us far too soon, and we miss them.

I was honored to drive Stuart's MGB to the Club Picnic, and both the MGB and Richard's 1964 E-Type were at the Fairhope Arts and Crafts car display.



Stuart



Richard

Thank You Sponsors!



Dr. Carl H. &
Laura Kauffman

Caroline &
George Brown



BigBoard



Tom Schmitz in
Memory of Jeanne
Schmitz



Dean McCrary
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In Memory of Brad Klees

Jarvis Law Firm, PC

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Licia Waddington

Linda Ross

Mardi Gras MGs

Mutt Manor

Paradise Home Inspections

Robb & Elisabeth Ogletree

Ron Wolverton & Becky Kramer

Shaklee Health- Coach Jennifer Wilson

Taber's Toybox

The Jarvis Family

The Royal British Legion

Tommy & Joanne Hartwell

W. R. Bishop

SABCC Grille Badges

The South Alabama British Car Club commissioned a grille badge featuring our fabulous club logo. These heavy enameled, 3-1/2 inch high badges on chrome plated metal are the perfect companion for your British car. The club has subsidized the cost so that the member price is only \$20.00.



Since we're not having meetings, send an email SparkSpanner@gmail.com and we'll make arrangements to get one to you-.



North American MGB Register

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

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SABCC is a Chapter of NAMGBR

Spark & Spanner Submissions

Go ahead: make *Ed.*'s day. It's as easy as typing an email. That's right, *Ed.* Is looking for your submissions for Spark & Spanner.

Every issue will include the following:

- **Activities Calendar:** SABCC events, local and national car shows, and other events worth noting
- **Sparks:** news about club members, activities, and events
- **Spannering:** stories on car repairs, restoration projects, tips and tricks, and a new subcategory - ideas on prepping a car for a show
- **Spare Parts:** Auction Roundup, news items on the British car industry, the collector car hobby, and anything else *Ed.* Finds interesting

When material is submitted, these sections will be included:

- **Gotcha!:** stories of how members acquired their cars
- **Just Around the Bend:** Synopses of upcoming car shows and other events
- **Feature Stories:** Longer submissions of general interest, such as the Dezerland story in this issue
- **Classifieds:** Sell your car or car parts - or let other members know what you'd like to buy

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

Special Request

A club member has suggested building a resource database. This could include parts suppliers, services, sources of information, or any other resource you've found helpful to restore, repair, maintain, or enjoy your British car. Please send the name, contact information, brief description, and comments to SparkSpanner@gmail.com. *Ed.* will publish the directory in an upcoming issue.

And now, for something completely different . . .



Offered for sale on 26 May at the Imperial War Museum Duxford by H and H Auctioneers, the buyer of this 1973 Lotus Elan +2S 130/5, wearing the black and gold livery of a John Player Special, will have to deal with a bit of unresolved business. The car received a parking ticket on 5 September 2001, and shortly thereafter was stored with the citation still on the windscreen.

Spark & Spanner

South Alabama British Car Club

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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**.