

Spark & Spanner

The Official
Publication of the
South Alabama
British Car Club

July 2021



From the President

Tom Renick

A Club on the Go

I'm sure many can agree that we are off to a roaring start this summer. Old COVID has receded somewhat, and hopefully new COVID turns out to be mostly puny and ineffective. In the meantime, SABCC had its first meeting in months in June and 30 or 40 intrepid members showed up. It was good to see everyone again, and we had the pleasure of introducing ourselves to several new members. The get-together is on again this coming week, same time same station, but different place. Don Carlos is remodeling so we will congregate at El Rancho on 98 this month. Make it if you can, but we still understand if you can't just yet.

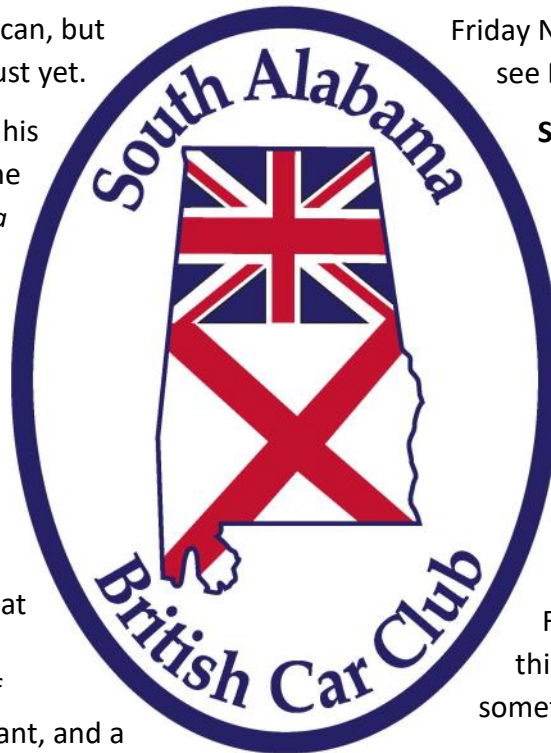
Club member **Tom Schmitz** held his annual Pig Roast recently at home on the river [*actually a creek, but a pretty big one-Ed.*] and, as usual, invited all British car club members from far and wide to come over. **Tom** sponsored the guest of honor and carved him up into a huge pile of delicious pork for all to savor. He's getting pretty good at it since this is the 25th year he's sliced and diced that porky. A large hungry group converged bearing side dishes of everything one could possibly want, and a festive time was had by all. I knew that there were good cooks in SABCC, but fine vittles from elsewhere also showed up. Are we lucky or what? This is definitely not an event to be missed, and we look forward to it again next year.

It's three months almost to the day until our British Car Festival (BCF) occurs. Things are developing



Photo by Noel Eagleson

nicely under the tutelage of **Brian Daly** and we should have a smashing show. There are a couple of empty duties yet to be filled, so think about getting involved and volunteering. Some tasks at the Friday Night Dinner could use support, so see **Donna Eagleson** to assist.



Scott Paradise is out rounding up BCF sponsors with a passion. We are very pleased that he got Jaguar/ Land Rover as our main sponsor, and reports a good start on general and class sponsors. If you want to be a sponsor, fill out an application at the meeting or print it off at our website. Above all, get your cars running and registrations in.

Finally, we have a club to do things—so get 'er cranked up and do something.

Tom Renick is the president of South Alabama British Car Club. He's always cranked up.

On the cover: *Not your usual casino buffet, this assortment of parts was offered at MG International 2021. (photo by Noel Eagleson)*

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
Technical Advisor	Pierre Fontana
Technical Advisor	Mike Darby
Webmaster	Peter Lee
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.](#)

British Car Festival is Supported by



Jaguar/Land Rover of the Gulf Coast

Activities Calendar

*Not every event listed here is officially approved by SABCC, but you can still go. SABCC events are highlighted in **red**.*

July 27, 2021

SABCC Monthly Meeting, El Rancho, Daphne; eat at 6:00 p.m. (on your dime); meet at 7:00 p.m.

Aug. 14, 2021

Cars & Coffee, Spanish Fort, 8:00 a.m., free, followed by **lunch at the Stagecoach Café**, Stockton, 11:30 a.m., on you. Details in "Just Around the Bend," p. 10.

Aug. 24, 2021

SABCC Monthly Meeting, Don Carlos, Daphne; eat at 6:00 p.m. (yep, you pay); meet at 7:00 p.m.

Sep. 17-18, 2021

Brits on the Bluff, Natchez, MS, click [here](#) for details.

Oct. 1-2, 2021

Euro-Fest Ridgeland, MS, click [here](#) for details.

October 22 - 23, 2021

British Car Festival, Fairhope, AL, \$25, register [now](#).

July / August 2021

SU	MO	TUE	WE	TH	FRI	SAT
25	26	27 Club Mtg.	28	29	30	31
1 Aug	2	3	4	5	6	7
8	9	10	11	12	13	14 Cars & Coffee
15	16	17	18	19	20	21
22	23	24 Club Mtg.	25	26	27	28
29	30	31				

Sparks

Club and Member News



MG International 2021

story and photos by **Noel Eagleson**

Every five years the North American Council of MG

Registers hosts a joint convention where all four registers, made up of the MMM pre-war Register, New England MG "T" Register, the North American MGA Register, and the North American MGB Register come together for a huge four-day event.



The author poses with a 1930's MG N-Type Airline coupe, undergoing a full restoration. Only seven were built.

After much deliberation and planning, overshadowed by the knowledge that while the scourge of the COVID pandemic had receded, considerable and sensible people had received their vaccination shots, the council courageously gave the green light to proceed.

The event would be held at Harrah's Casino Hotel in Atlantic City, New Jersey, June 14 -17, and promised to provide four full action-packed days and evenings.

Like all of the country having been in a state of COVID-19 metamorphosis for fifteen months, **Donna** and I were ready to emerge and once more start socializing with caution. We would not be disappointed.

Monday morning commenced with confirmation of our registration and picking up our welcome pack, tee shirts etc. Many vendors had already set up in a rather large convention hall and I'm not one to miss an opportunity to source a few T-Type parts and talk with well-known names in the world of all things MG.

Later that evening we attended the "First Timers" welcome party and then joined all registers for a wonderful Meet and Greet. I should say that there were several events not MG-related, including a tour of a winery, coach trips to historic towns, and two fully-booked trips to the Simeone Auto Museum in Philadelphia.

Tuesday dawned early and **Donna** and I joined others for breakfast, again providing a great opportunity to talk with other attendees, including many who had driven their little MGs for several hundred miles and in some cases over two thousand miles. Is that not dedication? It quickly became clear to us that it would be a physical impossibility to attend all the arranged events each day, therefore we decided to select those that we both could enjoy.

After watching our own "Honorary Member," **John Twist**, perform the first of his rolling tech sessions on several MGA and MGBs, we joined a sizable



During a rolling tech session, John Twist peers under the bonnet of a bright red MGA (left) as its very interested owner looks on, and right, gets up close and personal with a Lucas D25 distributor from a 1965 MGB.

group to learn about the MG Airline coupe, one of the rarest types of MGs. This was a fascinating

insight into the purchase, and showing the restoration progressing with the actual car present—a superb talk by Lew Palmer and Tom



MG M-Type Airline coupe, circa 1931.



Scenes from the show—at top, late model MGBs, and at bottom, two lovely 1956 Varitone MG ZB Magnettes.

Metcalf. Another seminar we attended was “Camshafts” by Len Fanelli of Abingdon Performance Ltd and MG Distributors. Each day also provided a special opportunity to see literally a couple of hundred MG cars of all types garaged in the second floor covered parking area reserved for show participants.

Again on Wednesday morning we watched **John Twist** perform more of his magic MG cures mainly centering on cars with poorly-set carburetors or timing that was not correct. One of the most interesting seminars for us was listening to eleven owners tell the seated audience all about the

purchase, history and in some cases concours restorations of their particular cars. I could write several pages on this one aspect of the event. Later

in the day we heard Ed Cooke give a very in depth overview on how to run and grow an MG business.

Thursday was show day held at Atlantic County 4-H Fairgrounds; the weather could not have been better and the show field surrounded by mature trees provided a degree of shade. All told there were some three hundred and thirty cars displayed in more classes than I care to remember. Vendors also turned out in force and did a brisk business. After an enjoyable show the four days all too quickly ended with the impressive awards banquet.

In conclusion I wish to thank Rick Ingram, executive director and his superb MG council team for going above and beyond to ensure all attendees would head home with many happy memories and perhaps an award to boot.

On the same theme thanks must also go to the management and staff of Harrah’s resort for the professional and courteous service they provided throughout the event.

As first time attendees **Donna** and I thoroughly enjoyed this unique event and are so glad we made the decision to attend. Perhaps in five years we will be back to meet some new friends.

Tri-Club Pig Roast Reunites Friends

photos by **Noel Eagleson** and **Ron Wolverton**

For many years, SABCC member **Tom Schmitz** has hosted a pig roast at his beautiful home on Soldier Creek in south Baldwin County. **Tom** is also a member of the Mardi Gras MG Club and the Panhandle British Car Association, so the invitation is sent to members of all three local British car groups.



Top, **Ed's Jaguar XFR**, **Dick Bishop's 1966 MGB**, and **Mario Gabriel's 1974 MGB** in the "British Only" parking area. Bottom, the open space on the counter awaits the main course.

Last year's Pig Roast, like most 2020 events, was canceled by the pandemic, but with large numbers of us now fully vaccinated, **Tom** felt comfortable with proceeding this year. As in the past, members were only asked to contribute a side item and provide their beverage of choice. The main course, prepared by LA Barbecue, arrived just before 1:00, and thanks to Tom, PBCA member Keith Sanders, and others, was promptly and efficiently carved and served.



Keith Sanders carves while fellow PBCA member Bob Henson patiently waits.

Beside the food, guests were able to tour Tom's large garage on the property, visit his extensive diecast car collection in the loft above the kitchen, relax by the pool, and thanks to PBCA member and all-around good guy Tom Matsoukas, take a leisurely pontoon boat cruise up and down the creek.



Top, these MGMG stalwarts are professionals—do not attempt to relax like this at home. Bottom, **Risa Manske**, **Monica Bachman**, and **Donna Eagleson** cruise the creek.

Old Friends We have Known and Loved—1949 Singer Nine Roadster

story and photos by **Terry Trovato**

New SABCC members **Terry and Merideth Trovato** have had a gaggle of British cars over the years, and one of their favorites was a real British oddity: a 1949 Singer Nine Roadster. What follows is the history of this interesting vehicle.

The car, featuring traditional British right-hand drive, was shipped to the U.S. from England by Singer Motors Limited on August 12, 1948. Originally Signal Red with a red leather interior, the car was delivered to Adams Motors, New York, but there is



no record of its first owner. Subsequently, it was traded-in to Auto Engineering, Lexington, Massachusetts, where it was purchased by a local gentleman who drove the car for several years but then stored it in a barn on his property where it was used as a chicken roost for over two decades!

The third owner rescued the car from its fowl fate in December 1996. He removed the original Singer engine and transmission, which were no longer functional and, as a suitable substitute, tastefully installed a 1973 1275cc MG Midget engine and transmission for ease of parts procurement and convenience. During this time, mechanical and electrical components of the car were refurbished, including the rare trafficator turn indicators. It was purchased by the Trovatos in 1998.

Manufactured in the style of the MG-T series and Morgan vehicles of the period, the car contained an

ash wooden skeleton covered with aluminum. Because the Singer Nine had a full back seat, unlike many of its British cousins, the car was referred to as



Left, the trafficator signals a right turn. Right, Lucas-crested headlamps. [All this left and right has left Ed. not in his right mind.]

a sports tourer by the British press. The brakes were mechanical lever-action rather than hydraulic, and it still had its original, and extremely rare, Lucas Crested Headlamps.



Although it was absolutely and positively not a “Concours” vehicle, the Trovatos showed the car throughout the Southeast U.S. at regional British car conclaves, where the awards it received included: British Motoring Club of New Orleans, First Place, Empire Sports Class; Houston MG Car Club, Second Place, British Special Interest Class; English Motoring Club of Mississippi, Second Place, Empire Class; and Panhandle British Car Association, Special President’s Award: “Never Seen One of Those Before.”

Now long gone but not forgotten, it was truly a fun vehicle to drive and a real conversation piece.

Spannering

Advice on Repairs, Parts, and Services



Getting Technical—Check Your Fuses

story and illustrations by David Armstrong

[A note from Ed.: this article is courtesy of the Central British Car Club, and was written by the Southern (CA) British Car Club's technical advisor. We Brit car hobbyists are a generous lot!]

Introduction

Fuses are intended to protect automotive electrical circuits. However, I continue to get Little British Cars (LBCs) in my shop with incorrect fuses installed. Incorrect fuses put your car at risk of fire.

Fuse Types

Many types of fuses are used in cars, Figure 1. Modern vehicles typically have the blade-type or ceramic-type fuses. This article focuses on the ¼-inch diameter glass-type fuse (commonly called buss fuses) used in our LBCs, and does not apply to other types of fuses.

Buss fuses are made to various specifications. For our LBCs we are interested in AGC and SFE

buss fuses. AGC fuses are 1¼ inch long for all ratings. SFE fuses vary in length according to their rating, the smaller the rating the shorter the fuse. As it turns out however, an SFE 20 fuse is 1¼ inch long—the same as an AGC fuse. Their 1¼ inch length is important because that is the distance between the prongs of an LBC's fuse box. AGC buss fuses sometimes are designated 3AG, depending on the manufacturer. (Littelfuse calls their AGC15 fuses type 312.)

How a Fuse Works – the Physics

Amperes (amps for short) are a measure of the amount of electrical current flowing through a circuit. As amps pass through a wire, the metal of the wire heats up. For a given wire, more amps mean more heat causing the wire's temperature to increase. When the amps are too great, the wire gets hot enough to melt the insulation and, if the current is large enough, causing a fire.

Fuses take advantage of the heated wire phenomena to protect circuits. The soft metal filament in a fuse is designed to melt at a specific current flow, blowing the fuse and protecting the circuit from excessive amps. The filament material and size are carefully selected to achieve a desired fuse rating.

The Scenario

A fuse blows in your little British car. According to the paper label inside the glass, it is a 35 amp Lucas fuse. So, you jump into your alternate transportation and make a trip to the local auto parts store for a new fuse. You get assistance from the friendly clerk who discovers that the store has no 35 amp glass fuses but does have 30 amp ones. These 30 amp fuses have a lower rating, so it seems, and they are not Lucas. So the clerk proclaims these fuses should better protect your car's circuits than the

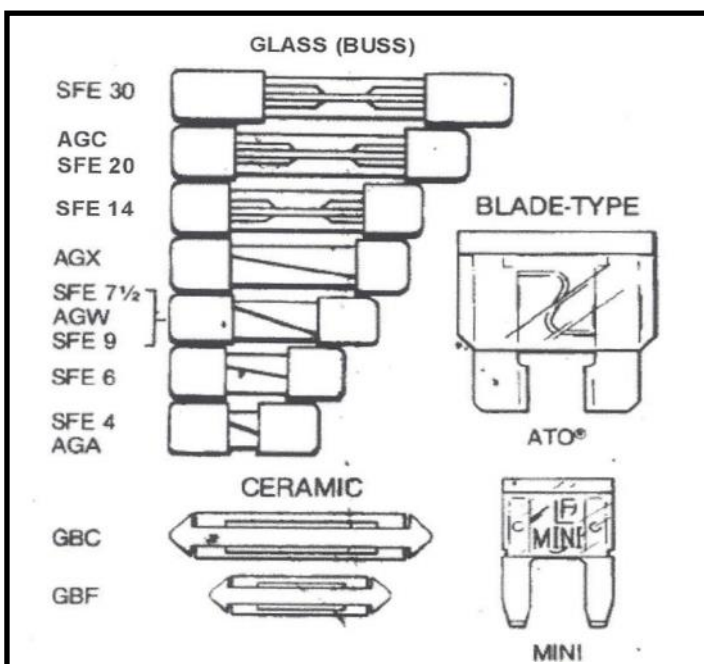


Figure 1. Fuse Types

35 amp ones. You agree, purchase the package, and then rush home to install them after you correct the original problem that blew the fuse. Now your LBC's circuits are protected again and off you go for a top-down ride on a beautiful day. Everything's wonderful, right? ...wrong!

The Problem

The reason everything is not wonderful is that standards for buss fuses were changed in 1980, even though the physics of how they work is still the same. Many of the LBCs we drive were built, or at least designed, before 1980 and their manufacturers conformed to the earlier standard.

Before the 1980 change, a fuse was rated by the amount of electrical current that would cause it to blow within 1 second. So, the Lucas fuse

was rated to blow at 35 amps of current. Some Lucas 35 amp fuses also say "17 amp continuous" on that slip of paper. This means that the fuse would blow within 1 second if 35 amps or more flowed through it, but it could carry 17 amps forever (theoretically) without blowing.

The 1980 standard changed things so the rating indicates continuous current that a fuse can carry. So the modern 30 amp fuse can carry 30 amps continuously without blowing. Nothing on the fuse or the package indicates at what current the fuse would blow within 1 second. To determine that number we must look at the fuse manufacturer's "Time-Current" charts. See Figures 2 and 3. These graphs show test data generated by measuring how long it takes to blow a fuse subjected to a given amount of current.

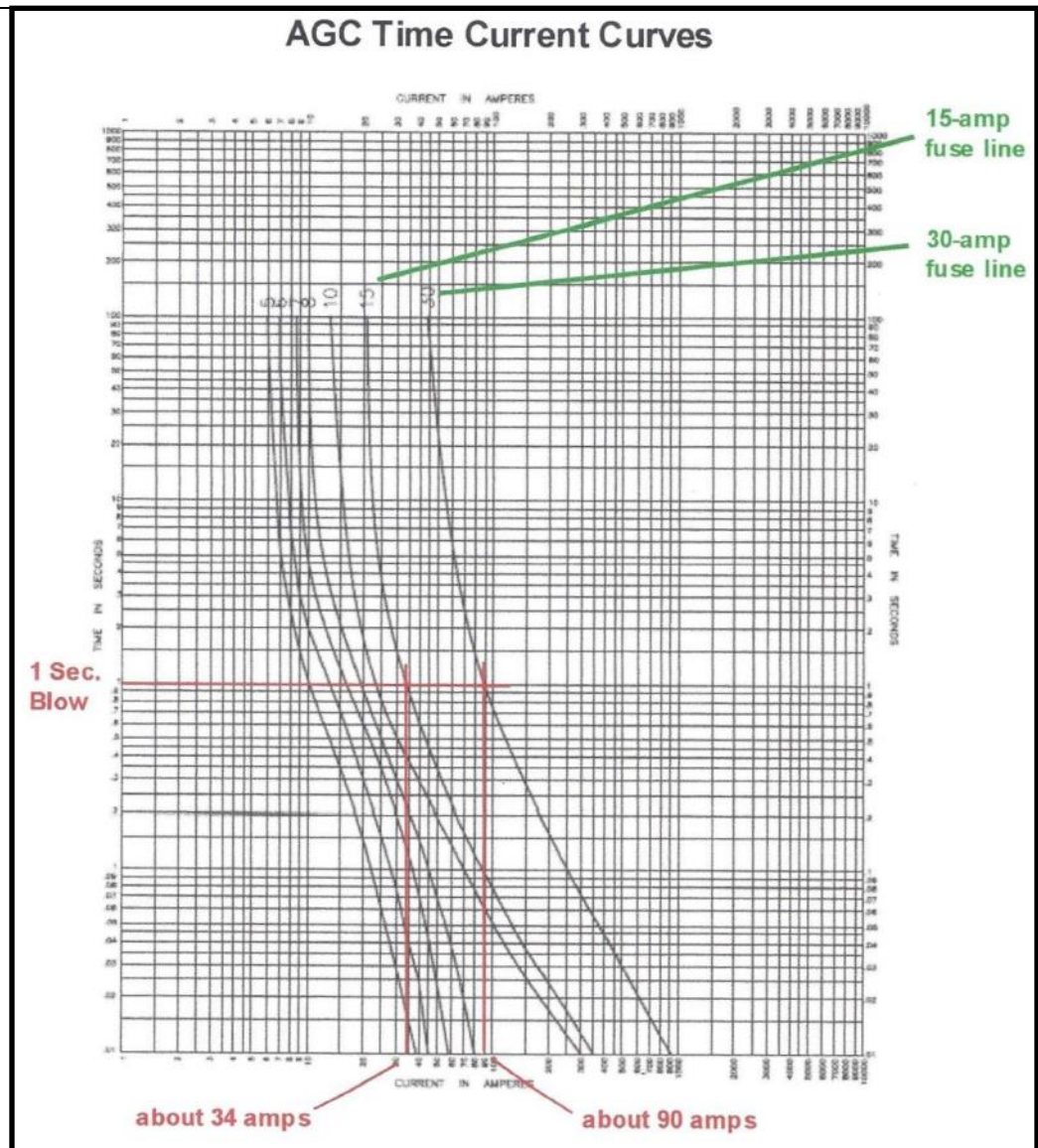


Figure 2. Time Current Curves for AGC Fuses

The fuses are then rated by the current that they can carry continuously. Fuses do degrade in performance over time so the rating is the degraded continuous current.

The Solution

Our LBCs typically use "35 amp" and "50 amp" Lucas fuses - other ratings may also be found. To find the proper modern replacement fuse, "Time-Current" rating charts must be consulted. These charts can be found at websites from fuse manufacturers such as Cooper-Bussmann.

Referring to Figure 2, read up from the bottom "Current" axis at 35 amp until you reach the 1-second line crossing from the left "Time" axis. Then find the fuse rating curve that is closest to that point.

For an AGC fuse this intersection matches the 15 amp fuse (AGC15). So an AGC15 fuse can carry 15 amps continuously, and will blow at about 34 amps. This is nearly the same as the blown Lucas 35 amp fuse. An AGC15 fuse is the right modern fuse for your Lucas 35 amp protected circuits. To find the modern replacement for a 50 amp fuse, use the same procedure with Figure 3, but read the 50 amp line from the bottom label. So, an SFE20 fuse is the right modern fuse for 50 amp protected circuits. AGC20 fuses are also acceptable, if you can find them, for a 50 amp circuit. I know the labels are hard to read on the included charts, but they are clearer on the websites.

As it turns out the ratio of blow current to the continuous current is about 2 or 3 to 1. So the modern AGC30 fuse selected by the store clerk won't actually blow until the current in your LBC's circuit reaches 85 to 90 amps—far past the safe level.

Conclusion

If you have an incorrect fuse in your LBC and high current occurs, your wires will melt and “let the smoke out.” If you are lucky the problem will stop there and simply strand you on the side of the road. If you are unlucky your entire LBC may go up in the smoke and really ruin that beautiful day.

It is true that a circuit will work with a higher rated fuse in place, but that circuit is certainly not protected. DO NOT use higher rated modern fuses like AGC30 or AGC50 fuses in your LBC. Check your fuses and replace them with the proper ones. Fuses are cheap insurance if they are properly selected. Some suppliers (e.g. Moss) still offer fuses rated by the older standard. Their cost may be a bit more than the fuses at local auto parts stores, but if originality is important to you, purchase and install the “Lucas” fuses.

Recap

- AGC15 or 3AG15 is the correct modern fuse for Lucas 35 amp fuses.
- A new AGC15 amp fuse will carry about 20 amps continuously without blowing, but degrades 25-30 percent over time to about 15 amps continuously. It will blow at about 34 amps in one second.
- SFE20 or AGC20 is the correct modern fuse for Lucas 50 amp circuits.
- A new SFE20 amp fuse will carry about 30 amps continuously without blowing, but degrades 25-30% over time to about 20 amps continuously. It will blow at about 45 amps in one second.

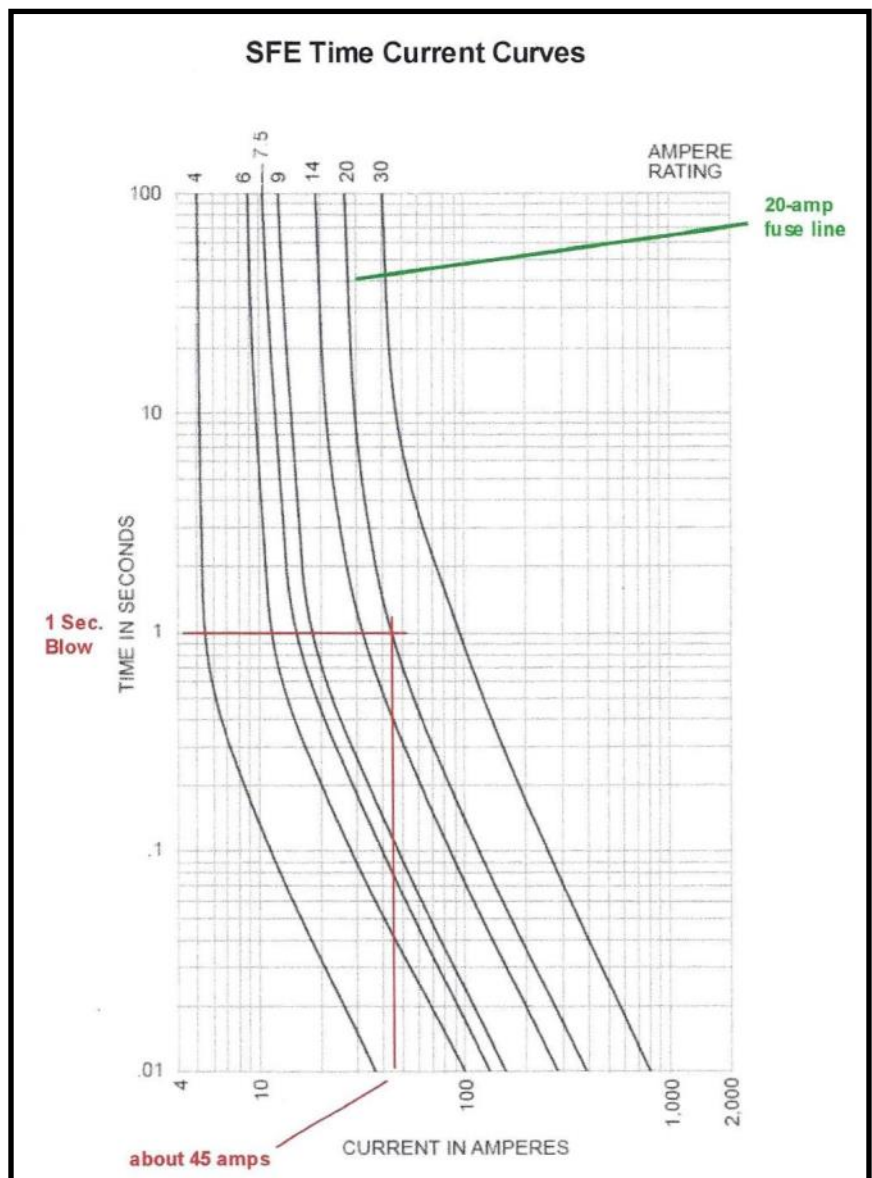


Figure 3. Time Current Curves for SFE Fuses

Pierre Fontana

The Now and Then

I cannot help to wonder what the future restorer will do with the cars produced today. How easy we have it, with the “normal” type engine controls that are mechanical or simple, dependable electronics.

For example, some Nissans have cam lift and timing controls, intercooler blowers, and such a short stroke that the rev. limit is 7500 rpm, with 7000 the peak horsepower shifting point. A six-speed tranny senses your downshifts and “blips” the rpms to make shifts smoother in case you don’t know how.

This blows my mind with all the electronics and plastic boxes to monitor and make it work. When these become obsolete after a short time, what will happen?

Maybe that’s the point. The pill counters have figured if it can’t be fixed, you will need a new car with more sophistication. Many luxury cars now have fly-by-wire controls. Most all big airliners now fly by wires, and fighter planes and stealth planes could not be flown without the assistance of many computers. These make good pilots out of mediocre ones and lessens the concentration, and yet the two biggest plane crashes we have had lately with survivors were pilots with glider experience. They knew not to turn on a powerless landing, and flew by feel straight into the softest spot ahead.

Computer controls have invaded all systems, and are “talking” to each other to keep you safe, from ABS braking, traction control, power steering assist, and chassis attitude controls. The big-ticket convertible Mercedes has a hidden roll bar that will automatically raise itself if roll over is imminent.

One danger to innocent mechanics is air bag deployment, which can be very dangerous when working in the dash. You have to keep your test light out of the wiring, and repair takes special



Photo courtesy **Pierre Fontana**

diagnostic equipment you may not have.

Old Rolls, some Maseratis and others have the French braking system invented by Citroen in early 40’s, and this system is still used by many airliners, Two mechanically-driven hydraulic pumps produce 1800-psi pressure, with brake fluid or power steering fluid, both are offered, and the pressure is distributed to the chassis shock absorbers and braking system. It is all controlled by valves for height or brake pressure, resulting in miles of piping under the car, and 30 flexible hoses on the Rolls. To keep you healthy in case the engine stops, two accumulators, with 1800-psi nitrogen gas pressure, give you about eight or nine licks at the brakes before nothing. The bleeding sequence of this system is most interesting and dangerous While under car, with the engine at 2000 rpms, and someone’s foot on the brakes, you must bleed a dozen ports in correct order. It is like taking a bath in hot brake fluid, as the reservoir holds a gallon.

It used to really be weird. I had a ‘51 Silver Wraith limo in the shop. The front brakes were hydraulic and the rear were mechanical, with a power take off, and a clutch on the tranny to help pushing on master cylinder pedal. Getting equal pressure on all four wheels was a nightmare. The car had a chassis shock absorber control for firm or soft which could be adjusted by while driving by a lever on the steering wheel, mechanically of course.

[This article was originally published in January 2010-Ed.]

Just Around the Bend

Upcoming Events of Interest



Abnormal Club Meeting—July 27

In case you've not already heard, the South Alabama British Car Club has resumed its routine, regular, normal meeting schedule. Almost. Seems our routine, regular, normal meeting place is in the midst of a refresh. So, just when you thought everything was back to a regular, normal, routine, our venue will change. SABCC will meet at the El Rancho Mexican Restaurant, 28960 US-98, Daphne. We will eat at our normal, regular, routine time of 6:00 p.m., followed by the meeting at the routine, regular, and normal hour of 7:00.

August Activity—August 14

Membership VP **Don Pritchett** sent *Ed.* this missive:

Our August activity is to participate in the Mobile Bay Cars & Coffee Saturday morning August 14th from 8 to 10 a.m. at 29001 Bass Pro Drive, Spanish Fort. The display area is the large parking lot adjacent to "The Fort" complex. This is a quarterly event that is open to cars of all makes, models and years. There are usually over 100 cars in attendance. I think a group of British cars will be interesting to other attendees. It will also be an opportunity to generate some interest in our upcoming car show. Following Cars & Coffee we will cruise up highway 225 to Stockton for lunch at the Stagecoach Cafe. If you don't make it to Cars & Coffee feel free to join us for lunch at 11:30.

While *Ed.* has not attended this Cars & Coffee, he has seen pictures on Facebook. The event tends to be dominated by younger folk in muscle cars, hot rods, exotics, and highly-tuned vehicles of Asian origin, so our British motors should indeed prove quite interesting. Be ready to answer questions such

as "who makes MG?," and "did James Bond drive one of those?"

British Car Festival—Oct. 23

Sponsor Chair **Scott Paradise** shared this report on BCF 2021:

*It's Show Time!!!...well not so fast. It is really "round up sponsor time"! Once again **Jaguar Land Rover Gulf Coast** has elected to support the show as the Main Sponsor. Thank you **David Menaker**, Jaguar Land Rover Gulf Coast Finance Manager, club member and owner of two (many?) Jaguars. Returning General Sponsors include **Caroline and George Brown**, Dean McCrary Imports (Kia and Mazda) as well as BigBoard, a local state-of-the-art digital advertising company owned by club member **Fred Wilson**. **George and Caroline** were the first to sign up as a General Sponsor but also kicked in for an additional two class sponsorships! **Tom Renick**, whose name to me sounds familiar but I can't quite place, is the club's newest General Sponsor. The Class Sponsors (are repeating sponsors. It sure would be nice to see some fresh names in there!!*

So...we are off to a really great start. Lets build on this great base and get out there and scare up some sponsors!!

Other 2021 Events

Please make sure these dates are noted somewhere:

- [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, 2021, Rock Creek

Spare Parts

General News and Information

Auction Roundup

1984 Jaguar XJ6



Sold for \$10,000 on Bring a Trailer

Showing 116k miles, this black over gray Series 3 saloon appears to be in very good mechanical and cosmetic condition. If the aftermarket wheels are not to your taste, the sale included the originals.

1953 MG TD



Sold for \$16,750 on Bring a Trailer

Acquired by the seller's former husband in 1979, this TD was refurbished in the mid-'70's in silver over black vinyl. In need of servicing, new tires, and a more secure latch for the driver's door, the car nonetheless presents well and the price appears fair.

737-Piece Model Car Collection



Sold for \$9,999 on Bring A Trailer

Accumulated by the seller over more than a 40-year span, this collection included vehicles and memorabilia from every age and mode of motorized transport, including cars, trucks, buses, vans, farm implements, construction equipment, and military hardware. Scrolling through the [313 photos](#) is almost overwhelming.



Not Your Usual Engine Transplant

[Ed. thanks **Tony McLaughlin** for this story lead from Hemmings. Click [here](#) for the full article and more photos. **Noel Eagleson** saw it at MG Int'l and said it's stunning.]

Many years ago, Ed. had the pleasure of test-driving an S2000, Honda's version of the archetypal two-seat, four-cylinder roadster. While the car was lovely in silver over red leather, and had Honda's typical high level of finish, but the fit left something to be desired—not the fit of the car, but the way Ed. fit into it. What did not disappoint was the two-liter engine with its 9,000 rpm redline and the ultra-smooth six-speed gearbox.

Retired engineer Zach Merrill also loves this drivetrain, and chose to transplant it into a "tired but not rusty" MGB/GT with "water in the engine oil, transmission synchros shot, and a rear splined hub so worn it wouldn't climb" the driveway.



Merrill kept the exterior stock, and went to great effort to preserve a British look under the bonnet, using a Coopers air intake from a '70's



Jaguar and Speedwell, MG, and Lucas badging. With 240 horsepower, however, the performance is anything but traditional. One [actually, Ed.] wonders what other cars could accommodate this drivetrain?

Classified Ads



FREE! Austin-Healey 3000 Parts

King pins and speedometer cable—both unused and are still in original box/bag. For pick up only.

Ben Cummings, ben@cummings-architecture.com

1979 Triumph Spitfire Parts

Selection of Spitfire interior and exterior parts, including seats, interior panels, carpet, dash overlay, handbrake console, tail lamps, decals, etc. Will deliver to Mobile or Baldwin counties. Motivated seller—any reasonable offer.



Michael Shumate, michaelshumate6861@me.com

1993 Jaguar XJ6

116k miles, was running great until it ran out of gas; after filling the tank it would not start. Body and interior in great condition other than needing paint and driver's seat redone. Asking \$1500.

John, 850-341-1518

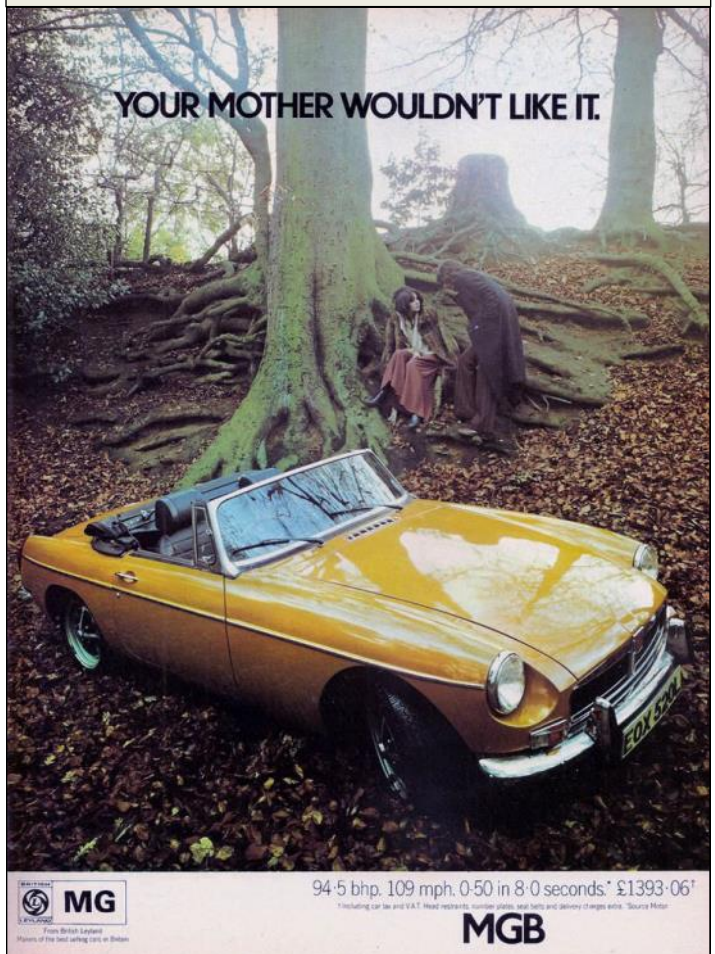
1976 MGB Parts Car

Refurbished head, aluminum bonnet, original gauges, old SU's, new gas tank. On wheels and can roll. I need to part with it.

Evan Riddle, 251-591-7844

Yesterday's Ads

[Ed. thanks **Tony McLaughlin** for sending an article from Hagerty's on the 20 best car ads of all time. The authors noted, "Gone was the respectable and upright 'Safety Fast' slogan and in came something far more risqué. 'Your mother wouldn't like it' appeared on a series of MGB ads and it became a bit of a catchphrase."]



Weak and Rusty

Michael King, Editor, *Spark & Spanner*



Car Club Shirts

For whatever reason (maybe because I wanted one), I took upon myself the responsibility for ordering a batch of car club shirts. I used a firm called Queensboro, out of Wilmington, NC, and the ordering process was entirely hassle-free. With their various promotional discounts on merchandise and shipping, none of the shirts was more than \$25, tax included—and these are good quality polos, with embroidered logos. Club members ended up buying 14 shirts in all, and I so far have heard no complaints. Most of us selected their Port Authority “Silk Touch” cotton/poly jersey polo; I ordered one in yellow. The fit is true to size, and after laundering, it still looks good and did not shrink. Several of you who have seen the finished product indicated an interest in being included in a future order. I get emails at least daily from “Fred at Queensboro” offering more specials and promos, so I expect we can keep prices low. They also offer hats and other items.

Four-Post Lift

Having taken a mental health day on Friday, July 23, I decided to begin in earnest my search for a four-post, car-stacker lift for my garage. In a recent “Weak and Rusty” column, I wrote that I was cleaning out said garage in an attempt to get three cars inside (my garage is 23’ wide). I actually tried and quickly realized that while I might get two on one side, I could not extricate myself from whatever car I put to the right of the other [*please avoid the temptation to resort to fat jokes—first, I’m on a much-needed diet and have lost more than 26 lbs., and second, I’m not a contortionist, even though my brain is a bit twisted-Ed*]. That leaves two options: add a garage, or install a car-stacking lift, like the one many of us saw in the recent tour of Steve Long’s garage.

I began my search as most might, on Google. A firm

not far from my house, Redline, popped up, as did Northern Tool, which recently opened a store on US-29 here in Pensacola, just south of I-10.

The folks at Redline were very nice, and assured me they could get me a lift, but they do not install them. They took my name and number and said they’d ask the owner to contact me if he know someone who did. Northern Tool also said they have lifts available via online order, but they do not know of an installer [*but the store has lots of nice stuff and is worth a visit-Ed.*]

I’m hoping to find someone soon, so if you have a lift, or know someone who does, advice would be most welcome. At the moment, all three of my Jaguars are outside, and I would like to have both the XJR and the XJ-S inside with the MGB.

Stuart Waddington’s MGB

Some of you already know my brother reached a deal with **Licia Waddington** to purchase her late husband’s pristine 1977 Damask Red MGB. Brian knew of the car and expressed an interest, and when Licia decided to sell it, he made an offer. Barring any unforeseen events, the sale should close this month.

Brian is president of [AM King Group](#), a design-build firm based in Charlotte, NC. They’ve done all of Aldi Stores’ processing and distribution center work for many years, and are now building the Aldi distribution center in Loxley. Brian’s been here several times and always enjoys visiting the Garagemahal.

Since Brian now lives on the coast near Charleston, he plans to keep the car here indefinitely, to keep it out of the salt air. Look for it, as always, at the BCF.

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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.



Rodney McDonald brings the box of badges to every club meeting, so look him up. Or, you can send an email SparkSpanner@gmail.com and we'll make arrangements to get one to you-.



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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 some, most, or all of 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 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
- **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
- **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

We may no longer be kicking butts, but we're still taking names—of 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.* really will publish the directory in an upcoming issue.

And now, for something completely different . . .



Bond . . . not James Bond. Those who routinely peruse “Barn Finds” might have noticed this little coal-lump-in-the-rough recently. It’s a 1953 **Bond Mark C**, built when three-wheel microcars, taxed as motorcycles, “were seen by their builders as an affordable way of boosting the British economy by getting the population mobile again.” As the name implies, this was third iteration of the Bond. *Ed.* did not search for pictures of the earlier, less-refined models, but his opinion notwithstanding, it sold for \$6,100 on eBay.

Spark & Spanner

South Alabama British Car Club

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