

# Spark & Spanner

The Official  
Publication of the  
South Alabama  
British Car Club

August 2021



# From the President

Tom Renick

## Two Months and Counting Down

August is winding down but apparently trying to broil us all tender in this moist heat of late. But cooler times are just ahead and the coolest time of all is our British Car Festival (BCF) in October. That's only two months away almost to the day and I'm thankful to report the chairman **Brian Daly** has everything organized as fine as a number 22 wire. There may be some positions still to be filled so see him to assist. Since **Donna Eagleson** outlined the Friday night dinner status at the last meeting, several members volunteered to help with that important function. See Donna to join with this exclusive group.

We have only 30 door prizes so far and need plenty more. If you can pick up something reasonable like you would like to get yourself, please bring it to the meeting or drop it off at the Garagemahal.

Sponsorship chairman **Scott Paradise** has come through big time by getting Jaguar Land Rover Gulf Coast as our BCF Primary Sponsor. He also announced that we have nine \$200 Main Sponsors. These are the lucky ones who get their names on the back of our BCF t-shirt. And, so far, there are about a dozen and a half Class Sponsors. We have 37 car classes available for sponsorship, so if interested, go to our website at [www.sabcc.org](http://www.sabcc.org), print off the registration form and send it in.

Equally important is to run off the registration form to get your British car in the show and send it in. Barring disaster of some kind, we should have over 100 cars registered. Last year under less than ideal



Photo by Noel Eagleson

circumstances, we had right at 90. We usually have about 125. [At press time we had 16, so please register, says Ed., who's also registration chair—the form is [here](#)]



Our ever-inventive Activities VP **Don Pritchett** organized a first try get together with the other-than-British Cars and Coffee group up near The Fort. I heard that it was quite a success in that several of our members attended with their cars, although they opted out for the drive through the country to the Stagecoach for lunch—August heat will do that. I say that I heard because I was on my way but didn't quite make it.

About two miles from the Garagemahal, something decided it only wanted to feed the carburetor enough gas to go about 200 yards per crank. I turned around and got six cranks headed back when **Noel Eagleson** arrived and towed me the rest of the way in. Something else to figure out.

Club election time is almost upon us so if you are inclined to seek office, grab your driving cap and prepare to throw it in the ring (watch out for oil leaks).

*Tom Renick is the president of South Alabama British Car Club. Rumors that his cars leak Castrol are greatly understated.*

**On the cover:** Don Pritchett's Morris Special attracts interest from visitors of all ages at Cars & Coffee (photo by Robb Ogletree)

**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.*

### Aug. 24, 2021

**SABCC Monthly Meeting**, Don Carlos, Daphne; eat at 6:00 p.m. (your treat); meet at 7:00 p.m.

### Sep. 17-18, 2021

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

### Sep. 28, 2021

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

### Oct. 1-2, 2021

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

### October 22 - 23, 2021

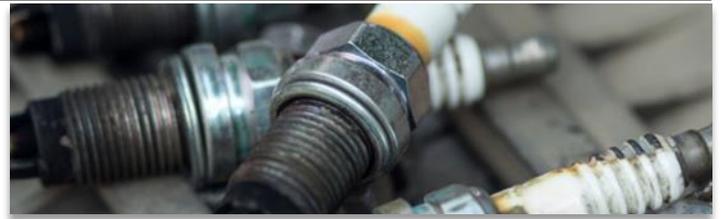
**British Car Festival**, Fairhope, AL, \$25, register [now](#).

## August / September 2021

Sun	Mo	Tue	We	Thu	Fri	Sat
22	23	24 Club Mtg.	25	26	27	28
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17 Brits on the Bluff	18
19	20	21	22	23	24	25
26	27	28 Club Mtg.	29	30		

# Sparks

## Club and Member News



### Motors and Tea?

story by **Don Pritchett**, photos by **Robb Ogletree**

Our August club activity was to attend Mobile Bay Cars & Coffee. Early Saturday morning [Aug. 14-Ed.] was warm and sunny so it was time to hit the road.

True to the event name, there were an estimated 125-plus cars participating and Beakers was serving coffee. Included in this wide variety of cars were our group of 5½ vintage LBCs and a dozen SABCC-ers.



*The author's Morris Special and the photog's MGA*

Our display included **Peter Lee's** Spitfire, **Jon Gosnell's** TR-6, **Robb Ogletree's** MGA, my Morris Special and highlighted by **Jeff Herndon's** beautiful XK120. **Tom Renick's** Sunbeam determined that it



*Peter Lee's Spitfire, with Jeff Herndon's XK120 as a backdrop*

preferred the comfort of the Garagemahal to the increasing heat of the Cars & Coffee site and presented him with a fuel delivery problem which required a tow back home.



*Jon Gosnell and the author discuss life and Girling brakes in front of Jon's TR6, flanked by Peter's Spitfire and Jeff's XK120.*

Meanwhile, we answered a lot of questions about our cars and club and handed out flyers for our own car day. It was a good outing for our group. For **George Brown**, the highlight of the day was surely his birthday serenade from the group. [Perhaps someone should confirm that with George-Ed.]



*Birthday boy George Brown and an unidentified Beetle.*

## The Austin-Healey Story—Semi-Non-Fiction

story by **Cortland Musgrave**

I subscribe to “Hemmings Sports & Exotic Car” magazine. Every issue has several articles and features that I find very interesting, and thumbing through the December 2011 issue an article on page 88 brought back some rather fond memories that I thought I might share.

When I graduated from college, I started an automotive electrical repair business that catered to foreign car repair shops. The idea was simple; most repair shops at the time could not find the talent to efficiently diagnose and repair electrical problems. I could step in, perform the work, charge the shop, and they could in turn, mark up the repair as they felt necessary and service the customer.

Apparently the idea was a little ahead of its time (glass companies do it all of the time now) because only a couple of shops went for the idea. As a result, I was looking for some other ways to fortify my income. Someone told me about a guy restoring an Alfa-Romeo in the back of a Snow Ball machine manufacturing place in town.

I stopped by, and after being checked out to make sure I wasn't someone going to shut down the operation, was allowed in the very back of the building (the storage area) to find an English guy named Paddy working on a pre-war Alfa-Romeo 6C2500 Cabriolet. In addition to that, he had several Austin-Healeys, MGAs and other British cars that needed to be restored.

I had found the mother lode of cars to restore and was very excited. I explained that I had paid for college repairing and restoring these types of cars and would love to help restore these cars. He agreed and explained that he was fixing them up to make complete running cars that started and stopped and sending them back to England for enthusiasts to buy and start performing their own proper restorations on them.

One of the cars that piqued my interest was what



*A rather unusual Austin-Healey (photo courtesy of the author)*

appeared to be a right-hand-drive Austin-Healey 100/4 with a badge stating “Austin of England” on the trunk lid (boot lid?) and several badges on the lower right front fender (wing?). The car had no engine or transmission, and as the story goes, was supposed to be an American V8 recipient from some guy in Texas who apparently made a name for himself putting V8's in LBC's. Fortunately, he left this car alone after pulling out the engine and transmission.

Paddy had a newer 100/4 engine and transmission that he settled on after not being able to find an older engine and 4-speed with 1st gear locked out and overdrive that originally came with the car. After some convincing, Paddy decided to start putting this car together.

Right away we noticed that this car was not like other 100/4's that any of us worked on. For instance, the car had 4 wheel disc brakes. Now we all knew that 100/S's had 4 wheel disc brakes, but they all had Girling and these were Dunlop. The front of the car still had a 100/4 grill and we also noticed that the hood (bonnet) was louvered and held with a strap, but back in the day any boy racer could have done that.

After consulting with my father we started investigating the badges on the “wing” and found out that they were from hill climb events in England and discovered that hill climb events were attended

by up-and-coming and experienced racers to improve and hone their skills for the track. He wanted to see the car for himself, and after getting clearance, I brought him over. He was awe-struck and determined that it may be some sort of prototype as it looked like a 100/M with 100/S features but had several unusual things about it.

We started to perform a “sympathetic” restoration on the car which means that you keep as much of the original “patina” of the car as possible. My father took some time off of work and was able to knock out all of the dents to the body without further damaging the paint or anything else. Paddy offered him an unrestored Elva Courier that had to be picked up in Alabama with a shovel and flatbed as payment.

Well, this Austin-Healey was built sometime in the early 1950’s and any racing history buff knows about what happened at Le Mans in 1955 with Austin-Healey and Mercedes-Benz. Briefly, Austin-Healey’s entry was hit by Pierre Levegh’s magnesium bodied Mercedes-Benz 300SLR which launched into the grandstands, hitting a water fountain and bursting into flames, killing Levegh and over 80 spectators. That was the last factory sponsored Mercedes race car until the 90’s. This event left Austin-Healey without a car to finish the season.

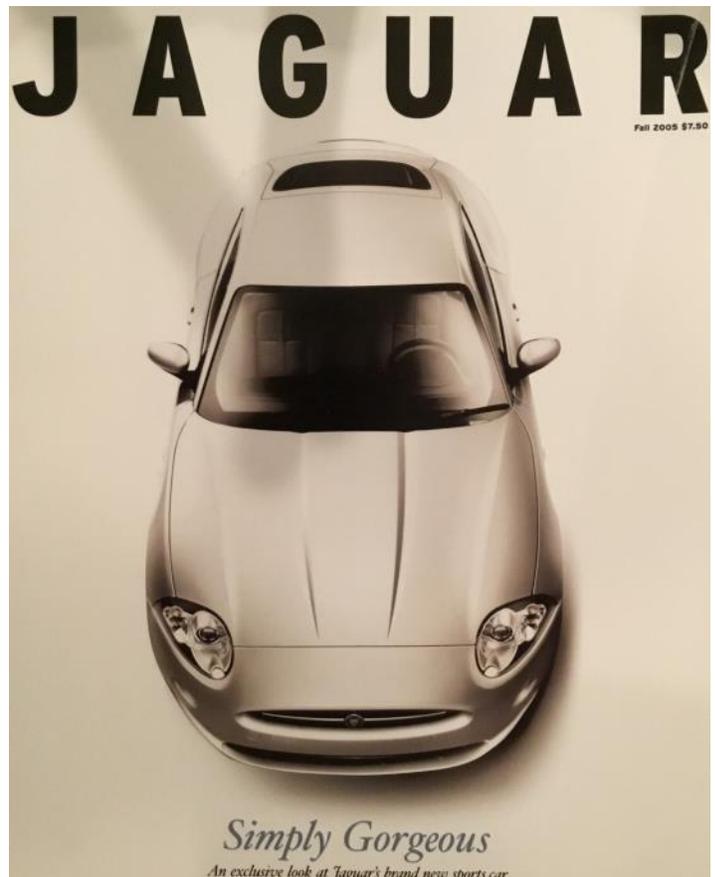
Lance Macklin (Austin-Healey’s race director) was driving the test mule that he used to help develop the 100/S as a personal car, taking it to hill climbs, getting groceries and such and decided that it could finish the race season as the factory entry. So our little car found its way on the paddock for the last race of the season at Sebring.

Back then, at the end of the season, used factory race cars were about as valuable as termites to a house and were dumped off on anyone that showed interest. We found out that the Texan who happened to be “attending” the race with a racer friend bought the car to race privately, found it too slow and decided to replace the engine and transmission with some V8 power, when he started developing race cars with some interesting features such as fans that would suck the air from under the

car to provide more grip. That feature was so efficient that the rulebooks were rewritten stating that fans could not be used to suck cars to the track.

As a result, all modern race cars use spoilers that produce so much downforce they can be driven upside down on the roof of a tunnel. The man in question was none other than Jim Hall. The cars that he developed were known as Chaparrals and his friend was Carroll Shelby, the man that put a V8 in a LBC.

*[According to Cortland, “most of the story is true, but although the car was found in Midland Texas where Jim Hall is, his involvement is only a rumor. I also have no idea if Jim Hall and Carroll Shelby ever met each other, let alone if they went to races together. The rest of the story is true and the enclosed picture is the actual car.”-Ed.]*



**Mark Lammons** shared this cover photo from a 2007 magazine he found showing the then-new Jaguar XK, which would remain in production until 2015. The authors said the new car with its all-aluminum body, “accelerates faster, handles better, and produces less emissions than previous models.” Mark added “I owned an XJ at the time but no idea of ever owning an XK. Funny how things happen.”

# Spannering

Advice on Repairs, Parts, and Services



## Triumph Brake Repair Considerations

story by James Howland

[This article is reprinted, with permission, from the August 2021 issue of "The Standard," the newsletter of the Capital Triumph Register. While the title refers to Triumphs, the content applies to all makes.-Ed.]

When should I consider brake repairs on my Triumph?

- Squealing sound – Many disc brake pads are equipped with a piece of metal called a wear indicator, that when enough of the brake pad has worn down the wear indicator makes contact with the rotor producing a squealing sound.
- Screeching and grinding – this usually indicates road debris has come in contact with the pads or rotors. Constant clear noise in a wheel is a clear indication that an inspection is needed. Recent travel on road paving and repairs are usually the culprit. Aerosol brake cleaner works well for removing tar and grease splatter.
- Pulling – When pads are worn, your car may tend to pull from one side to the other while the brake pedal is being pressed.
- Grooves on the rotor – Some grooves from normal wear and tear can be resurfaced or machined. However, if the indentations are too deep, they will not be able to be machined or thick enough to dissipate heat and will require replacement.
- Pulsating – When pressure is applied to the brake pedal and the car shakes or the brake pedal pulsates, brake pads or rotors could be worn with uneven ridges usually due to not set properly in the holders. Rust/age can also result in uneven wear due brake components not moving freely as intended.

What pads/shoes should I buy?

- **ORGANIC MATERIAL:** Organic brake pads are made of a mixture of common materials like rubber, carbon, glass/fiberglass and others, secured together by resin. These brake pads are suitable for everyday driving of non-performance vehicles and don't produce much heat with stopping. These pads are often known as Non-Asbestos Organic (NAO).
- **SEMI-METALLIC (METALLIC):** Semi-metallic (or often referred to as just "metallic") brake pads contain between 30-70% metals, like copper, iron, steel or other composites and often a graphite lubricant and other durable filler material to complete manufacturing. Semi-metallic brake pads can serve a variety of functions from every day driving to track performance.
- **CERAMIC:** Ceramic brake pads are made of a durable ceramic compound, often fortified with other material to help with friction application and heat management. Prior to 2015, ceramic brakes commonly contained copper threads for heat management and increased friction performance characteristics, but since then, the Environmental Protection Agency has called for the reduction of copper material in brake pads, mandating a reduction of copper content to 0.5 percent by weight, by 2025. While usually sold at a higher price point, ceramic brakes are very quiet, produce less dust as they wear and perform consistently at a wider range of temperatures and driving conditions.

For performance vehicles, track driving or when towing, most drivers prefer semi-metallic brakes, as they provide better braking over a wider range of temperatures and conditions. They are made of ma-

material that conducts heat well, thus making them more able to withstand higher temperatures upon braking, while helping the system cool simultaneously. Semi-metallic brake pads can be noisier than ceramic brake pads and their price point normally falls between that of organic and ceramic brake pads.

Ceramic brake pads, while quieter, are also able to handle extremely high temperatures with quick recovery, causing less damage to the rotors. As they wear, ceramic brake pads create a finer dust than semi-metallic brake pads, leaving less debris on the vehicle's wheels. Ceramic brake pads typically last longer than semi-metallic brake pads and, through their lifespan, provide better noise control and less wear-and-tear to rotors, without sacrificing braking performance. Cost is also higher given these benefits [*but not much; see my table below-Ed.*].

Drums and rotors for modern cars are intended to be replaced vs. resurfaced. Original rear drums can be lathe-turned to remove ridges and glaze; however, check for minimum thickness specifications and trueness. Overheating due to brake system neglect usually results in warped rotors and drums resulting in the need to purchase new components.

Brakes hoses are a major hidden issue given the rubber components over time chemically react to both brake fluid and absorbed water with internal swelling, this results in narrow or blockage in passages. Never trust your soft rubber brakes hoses after a major drum or rotor lockup due to overheating. Most hoses and connections will be compromised when overheated.

### Brake Pad Price Comparison

[Ed. obtained these prices from RockAuto on Aug. 21, 2021. Prices are per wheel. Your results may vary.]

Material	Jaguar XK	MGB	TR6
Organic	NA	~\$15	NA
Semi-Metallic	~\$25	~\$15	~\$14
Ceramic	~\$50	~\$18	~\$23

## Offside and Near-Side—a Mystery Solved

story by **Terry Trovato**; illustrations courtesy of the author



Ever wonder why the eared knock-offs used to attach wire wheels to the splines on the right side of our British cars are stamped with “offside”? Obviously, the “undo” designation determines which way you should apply the hammer to the ear of the knock-off to loosen, or undo, the wheel. But “offside?” That’s another story. It goes back to the horse-drawn carriage equestrian days in England prior to the invention of and manufacturing of the first automobile in the Mother Country. A bit of background.

The first automobile bodies in England were created by “coachbuilders,” who had been building coaches which were pulled by teams of horses. More often than not the bodies of these coaches



A Bentley's wooden skeleton shows its coachbuilding heritage

contained wooden skeletons and this practice was continued when it came to creating bodies for automobiles. And, to carry the equestrian theme further, when wire wheels, manufactured by Rudge-Whitworth featuring an eared, center-locking knock-off hub system came into vogue, the knock-offs designated to hold the wheels onto the right side of the vehicle were designated as “offside.” Why?



*Mounting one's horse from the near side*

Because an Englishman always mounts his favorite steed from the “near,” or left side; hence, the right side of the animal is the “off” side.

It should be noted that the left-side eared knock-offs have a right-hand thread pattern, while the right-side eared knock-offs feature the reverse, left-hand thread pattern. This ensures that the knock-offs, when correctly applied to the designated side of the vehicle, won't loosen themselves while traveling forward. There are two common safety concerns here: One, never install the knock-offs designated for the left side on the opposite side of the vehicle and vice-versa. When affixed to the proper side of the vehicle, the knock-offs are self-tightening, but if reversed, they are self-loosening! Also, it is suggested one should never try and tow a wire-wheeled car backward via a tow-dolly.

So, “Offside Undo?” Thank the equestrians from days gone by. *[And I thought it related to “kerbs”-Ed.]*

## Jay Leno Drives Moss's 1973 MGB

*story from Motor Authority*

A 1973 MGB featured on "Jay Leno's Garage" is responsible for keeping many of its kin on the road. That's because it serves as a testbed for parts supplier Moss Motors. Robert Goldman, chairman of Moss Motors, joined Jay Leno to discuss the car and its role with the company.



With a production run spanning two decades, the MGB is one of the most popular British sports cars of all time. The MG brand survives today under Chinese ownership, but primarily sells sedans and crossovers now. While time has inevitably removed some cars from circulation, the MGB still makes up a sizable portion of Moss Motors' business, Goldman said.

This 1973 model was built about halfway through the MGB's production run, but before the addition of oversized rubber bumpers, a raised ride height, and primitive emissions equipment required by United States regulations in subsequent years.

While it has a clean, stock appearance, the car has a few aftermarket parts, including a prototype Panhard rod, a supercharger for the inline-4 engine, and a 5-speed manual transmission that uses Mazda MX-5 Miata internals, Goldman said. Braking is handled by Wilwood discs up front, and drums in the rear. Switching to rear disc brakes wouldn't have a major impact, Goldman said.

Inevitably for a discussion of vintage British cars, the topic of electrical issues came up. Goldman said the real problem with MGB electrical systems today isn't flaws baked in from the factory, but years of use and abuse. This car also has a modern alternator, electronic ignition, and a high-torque starter for added reliability. *[Good to know they test the parts we buy, and thanks for the lead, Tony McLaughlin-Ed.]*

# Gotcha!

## How Members Acquired Their Cars

### Honey, It Followed Me Home

Local architect and longtime SABCC member **Ben Cummings** shared with *Ed* a photo of a 1972 MG Midget, which he acquired at a very reasonable price. As **Noel Eagleson** and I examined the pictures, including one Ben sent of the manufacture plate, we



realized what he has is a very early example of perhaps the most favored Midget configuration—a “round-wheel-arch” car with the 1275cc engine. Better yet, the car runs and has minimal rust. *Ed* is eager to see this one at a future British Car Festival.

### What’s Old is New Again

When **David Menaker** was a wee lad, he and his family lived in Iran, and a Land Rover Defender, in his words, “was the only proper option for getting around.” Today, as finance manager at Jaguar Land Rover Gulf Coast, David has lots of ways to get around, but when the new Defender was announced, he knew he had to have one kitted out for his use, despite a four-month wait. His new Landie (top photo, right) is shown in front of the dealership—and its color, and the white “steelies,” are no coincidence. And yes, that is young David in the front seat of his dad’s Series (bottom photo, right).



The Best of

# Pierre's Wisdom

Pierre Fontana

## To Relinquish Control

To relinquish control is to give up, to designate another to do a task for us. To make our life easier, safer, or more comfortable than we can is nice, but at a high price to us and big profits for the car companies, as they can't make a profit on cheap cars. More gadgets mean more repairs and maintenance, like very expensive services to keep up the warranties; they've got you.

From power seats to windows, seat warmers, and extraordinary sound systems, they went to chassis and engine controls. Power brakes and steering were a necessity as weight increased and they were welcomed by everyone, but now you lose that positive action by electronic monitoring and control, and with "fly by wire" fuel injection and throttle response, you lose all control.

The FAA has mandated backups on airliners, three to be exact, on well-designed, well-tested, and well-maintained systems, probably also supplied by the lowest bidder. Just think, on modern cars, what backup do you have? It is like dialing 911 and there is a hurricane, but you get a busy signal. You are on your own. Find a soft spot to land.

So, is it worth it to relinquish so much to a little black box, controlling your speed, chassis attitude, brakes, and steering? You decide. I am old and old-fashioned. I have driven some of the most fantastic cars ever made, and I still like to feel a response in a car to what I decide it should do.

In the far east a new Henry Ford is born again. They are starting to build a basic new car for the masses like he did: simple, cheap, and very low maintenance.

I am including a picture of the most basic car I ever owned. It was sold to a banker, here in Mobile, in 1906. He lived on Broad street, a few blocks from



Photo courtesy **Pierre Fontana**

Government, and every day he commuted to his bank downtown.

I restored the wheels for safety, and kept the rest original. At 27 mph, it was a blast on those tall wheels. Steering was by a tiller, and it had friction drive, two cylinders, and was air-cooled. The car was sold by Sears, in a crate, and the buyer finished assembling it. A booklet showed you how to drive and maintain it.



I took it to many shows including a big one at Stone Mountain. The previous owner had a "whip socket" on the right front, that was his emergency way home when it quit. He hired a horse to go home.

*This article was originally published in March 2010. Now, as self-driving cars are on the horizon, Pierre's points are even more valid.*

## Spare Parts

### General News and Information

#### Auction Roundup

##### Two 1976 Triumph TR6's



**Sold** for \$45,000 and \$31,500 on Bring a Trailer. *Same years, similar miles, and both in excellent condition, these two TR6s brought far different results, even though the auctions ended within an hour of each other. The Mallard Green over Parchment leather car obviously was far more appealing than the Java Green over Black vinyl version, but even the lower-priced car was a good result for a TR6.*

##### 1974 Jaguar E-Type OTS



**Sold** for \$11,500 on RM Sotheby's. *Something happened here, and what it is ain't exactly clear. This Regency Red over Black Series 3 Jaguar E-Type, with a 5.3-liter V-12, was a one-owned car, stored for 45 years, and showed just 2700 miles. It was returned to running condition but still had its original paint, interior, and tires. Despite a pre-sale estimate of over \$200,000, it did not pass \$115,000 at first, and was relisted—and now shows as "sold" for a tenth of that. Perplexing.*

## Just Around the Bend

### Upcoming Events of Interest

#### **Brits on The Bluff—Natchez, MS**

The [English Motoring Club of Mississippi](#) proudly announces its 40th Anniversary all-marque car show and celebration to be held in Historic Natchez, Mississippi, the weekend of Sep. 17th and 18th.

##### **Lower Lodge Antiques – Welcome Reception:**

**Friday evening, 5 p.m. - 8 p.m.** Join us on the outdoor patio of Richard Branyan's wonderful shop located at 712 Franklin Street, six blocks east of the Grand Hotel. The gathering will include hors d'oeuvres, drinks and a cash bar.

##### **Natchez Bluff Park - Show: Saturday 10 a.m. -**

**At 303 South Broadway Street, just a few blocks from the Grand Hotel, located on a magnificent 200-foot bluff containing shade trees and picnic tables. Awards presentation 3 p.m.**

**Overnight Accommodations** - A block of rooms has been reserved at the Natchez Grand Hotel, at 111 Broadway Street. The EMC has negotiated rates starting at \$131 plus taxes per night. See [natchezgrandhotel.com](http://natchezgrandhotel.com) for hotel information, call 866-488-0898 or 601-446-9994 for reservations, and be sure to reference "English Motoring Club" for the group rates. The number of rooms in the block is limited so please book early.

#### **Eurofest—Ridgeland, MS**

On Oct. 1 and 2, the great automobiles and motorcycles of Europe will be coming to Renaissance at Colony Park in Ridgeland, MS for the 13th annual [Renaissance Euro Fest Classic European Auto and Motorcycle Show](#). Entries in the show must be twenty-five years or older (built in 1996 or before) except for a selection of newer special interest autos of rare and limited production or provenance accepted at the discretion of the Selection Committee. Registration is free.

# Classified Ads

<p>APPROVED BY U.S. DEPT. OF HEALTH Practical and Analytical Chemists. SOLD BY ALL DRUGGISTS EVERYWHERE.</p> <p><b>Ayer's Cathartic Pills,</b> For all the purposes of a Laxative Medicine.</p> <p>Perhaps no one 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. The doctors re-</p> 	<p><b>LD. LOWENBERG</b> REAL ESTATE AGENT, Government street, near corner of Broughton <b>WILL PAY PARTICULAR ATTENTION</b> 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, disposing, or making investments, will find the Isle Bulletin Board, Town Lots on nearly every street; Particulars of rare cheap investments.</p> <p>Money on hand and mortgage to loan, in substantial amounts.</p> <p>Conveyances of every description done at reasonable rates.</p>	<p>These may be important, but do not ascertain the new law, and also the total amount of the same.</p> <p>These suggestions are applicable to all similar cases made to the reports for all in the State.</p> <p>SHOWING THE INVESTMENT NOVEMBER 1894 Mortgages and other landed securities. Loans on the Company's Particular surrender value. Various investments, including other Companies by which</p>
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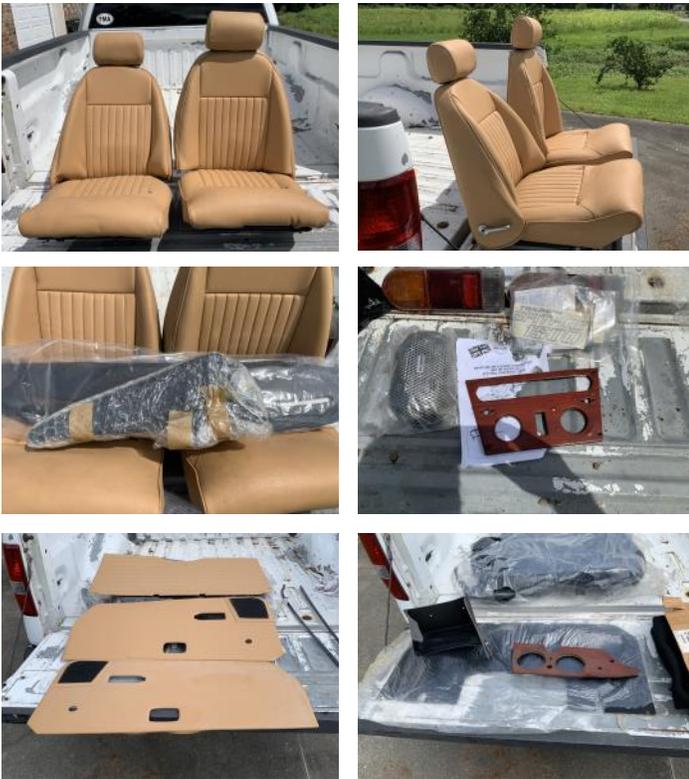
## FREE! Austin-Healey 3000 Parts

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

**Ben Cummings, [ben@cummings-architecture.com](mailto: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](mailto: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**

## 2004 Jaguar XJ8-L

Long-wheelbase Jaguar saloon finished in Zircon with ultra-rare chrome wheels. Clean inside and out, it has approximately 95000 miles from two long-term owners. Most recently, a Jaguar manager's personal daily driver for the past four years. All maintenance and service has been professionally performed by Jaguar certified technicians, primarily at Jaguar Gulf Coast. Features new Arnott air struts in front, rears added in the past year. Control arm bushings, tie-rod ends, and many other model specific maintenance items are current. Matching Michelin Pilot Sports have under 5000 miles. \$10,500.



**David Menaker, 251-243-6970**

# Weak and Rusty

Michael King, Editor, *Spark & Spanner*

## An Uplifting Experience

I'm writing this column from the unofficial branch office [An unofficial office? That seems wrong.-Ed.] on beautiful Sullivan's Island, SC, off the coast of Charleston. My brother and sister-in-law own a home here, and so far, they've not tried to stop me when I come to visit. You might recall last month that I wrote that Brian was buying the late Stuart Waddington's MGB from Licia Waddington; that transaction is now complete and Brian's wife Jen is getting the car insured and registered so that it can again be driven. It will stay at the Garagemahal for the foreseeable future.

I also wrote last month that I was in search of a four-post, car-stacking lift to increase by 50 percent the storage space in my two-car garage. After some online and in-person research, I found "The Lift Superstore" and their Robertsdale affiliate Cutting Edge Automotive. The helpful staff there offered me a very fair price to sell, deliver, and install 9,000-lb. capacity lift at my home.

My new lift arrived on August 2nd, and two friendly young guys spent about four hours setting it up. It came with a set of casters so that I could reposition it in the garage, as well as three sliding drip trays to catch any stray fluids from the upper car before they besmirch the lower car (not that British cars leak).

I've already used the caster kit to move the lift around—first, to push it further into the garage to allow more clearance under the powerhead of the garage door opener, and a second time to actually turn the entire assembly 180 degrees, positioning the controls for easier access.

While I have successfully raised my Jaguar XJ-S coupe, the easier path is to have my MGB on the top bunk, with a Jaguar below. My garage has 114" from floor to ceiling, so as long as no part of the upper car



is contacting the garage door opener motor, I can get about 5' of clearance under the lift. With the MGB, I can lower the top and position that motor between the seats. I think I will also be able to back the XJ-S on the lift so that the windscreen is aft of the motor, leaving only its very long and very low hood (bonnet) to be cleared.

As for the XJ-S, I did clean it inside and out, and used a synthetic clay bar on the paint, so that I could take some photos to list it on a couple of enthusiast forums and Facebook pages. After a brief flurry of interest, including from a fellow in Slovakia, activity has died down a bit, so I will have to decide if I want to take additional steps to try to sell it. The car looks, runs, and drives well. If you know of anyone who might be looking for a V-12 coupe, let me know.



*Above and left Ed.'s 1991 XJ-S, in Brooklands Green over Doeskin, has less than 70,000 miles.*

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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](mailto:SparkSpanner@gmail.com). *Ed.* really will publish the directory in an upcoming issue.

And now, for something completely different . . .



*It's the best way to go . . . Millionaire businessman Philip Allen has decided to be buried in his 2008 Morgan Aeromax coupe, one of only 100 models built. He's already ordered a air- and water-tight container, and the car will be on jack stands so the tires do not go flat. The Australian may be trying to keep the car out of the hands of its former owner, Richard Hammond of Top Gear fame; to be certain it's not disturbed, a concrete slab will be placed on top. Ed. credits Morgan fan Tony McLaughlin for digging up this story.*

## 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**.