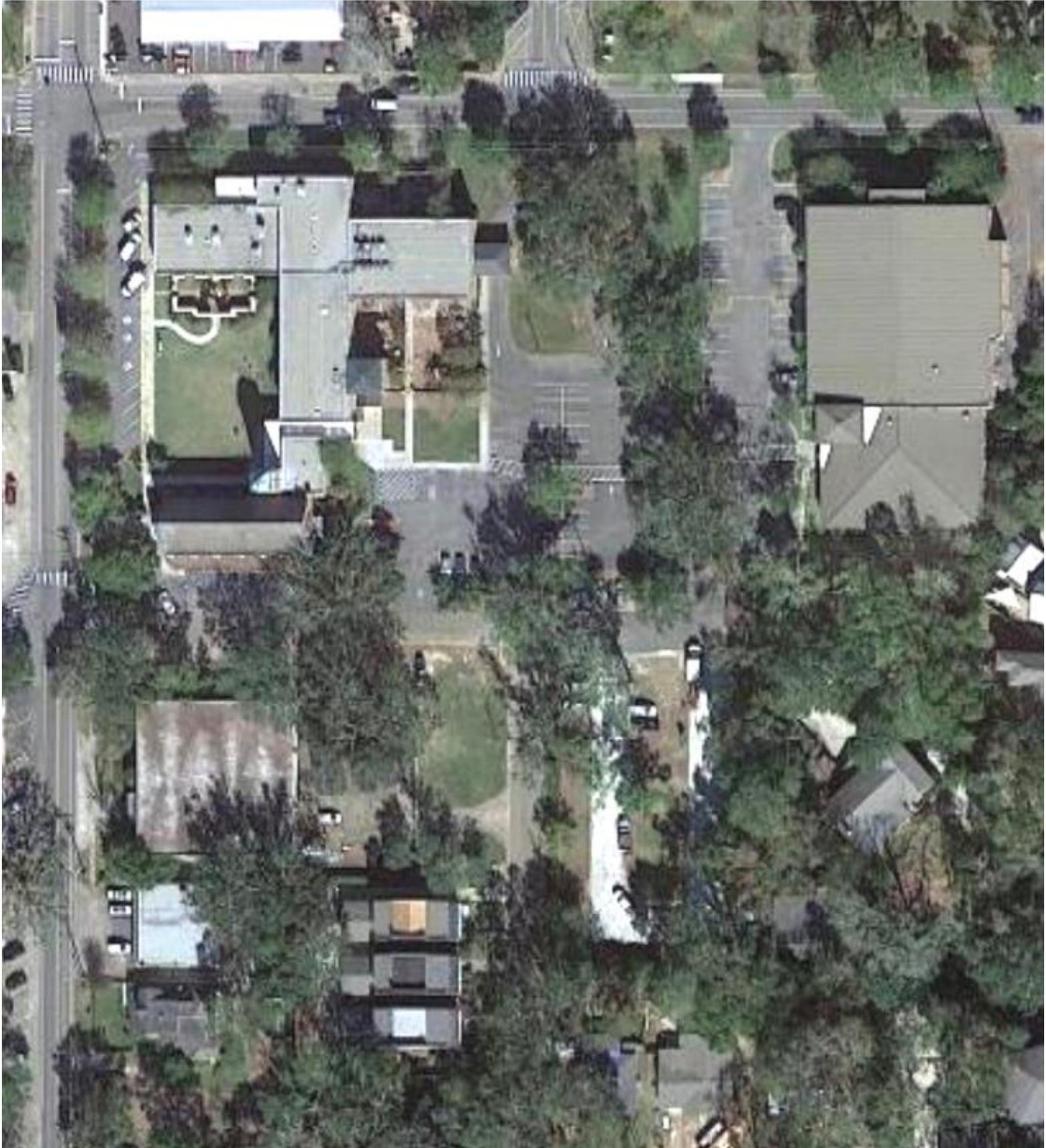


# Spark & Spanner

The Official  
Publication of the  
South Alabama  
British Car Club

September 2021



# From the President

Tom Renick

## Fall is Falling

Ah, did I not detect a whiff of Fall in the air? Just two weeks ago, it was too hot to walk to the mailbox to get your Social Security check, now it's a perfect time to roll your car out into the Southern sunlight where you can see it well enough for a final dust off for the BCF.

Our British Car Festival is only a month away, if you can believe that. Chairman **Brian Daly** is bearing down hard on the final details, leaving no oil drip unblotted. Check with him to see if there is something you can do to help round out the roster.

Sponsorships are still coming in thanks to the persistence of **Scott Paradise**. We have 10 major sponsors and 31 class sponsors. There are still classes to [sponsor](#) if you want.

Whatever you do, get your car registration form in. Find it on our [website](#) or pick up one at the meeting. Don't miss out on the competition.

Some of our members recently trekked over to Natchez for the English Motoring Club of Mississippi's 2021 show, "Brits on the Bluff." Check out **Noel Eagleson's** excellent article, along with lots of photos, in this edition of the newsletter.

We hope that the other clubs near us are able to organize their shows next year so we can begin winning all their prizes. And, with this fine Fall weather, maybe we can come up with a club jaunt in the countryside of our own before long.

## Beneficial Coincidence

There was an event up in Tennessee this month that I had been planning to attend for some time. My



Photo by Noel Eagleson

sister lives in Muscle Shoals where I planned to stay Thursday and Friday nights then continue on to Tennessee Saturday.

It happened that **Noel Eagleson** was perusing the TF forum on MG Experience and found a fellow with parts (some large) he needs to complete the pristine restoration of his MG TF. The problem became that the needed items were all the way up in north Alabama in Killen. Wouldn't you know, Killen is right across Wilson Lake from where my sister lives.

So, we arranged for me to go by on Friday and pick up all the parts and pack them in my pickup. The seller was a personable type and easy to deal with. On top of that, my sister was acquainted with his two brothers. Small world.

A couple of days later, **Noel** had his parts and seemed quite satisfied with the trade.

Moral of the story is that we can get more done if we remain available to assist other members of our club.

***Tom Renick** is the president of South Alabama British Car Club. He tells us he is not "Falling" down on the job and remains available to assist other members at any time, as long as it's not too inconvenient.*



**On the cover:** *The parking lots at Fairhope United Methodist Church were quiet the day this satellite image was recorded, but that will not be the case Oct. 22 and 23.*

**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

*Spark & Spanner* is the official publication of the South Alabama British Car Club and is published monthly for the benefit of SABCC members. Permission to use this material by other British car club publications is granted provided credit is given to *Spark & Spanner*. Address comments or submissions to [SparkSpanner@gmail.com](mailto:SparkSpanner@gmail.com).

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**.

**Sep. 28, 2021**

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

**Oct. 1-2, 2021**

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

**Oct. 10, 2021**

Semmes [Cruise-In](#), 1:00—6:00 p.m., MGMHS, Free

**Oct. 22 - 23, 2021**

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

**Oct. 26, 2021**

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

**Nov. 6, 2021**

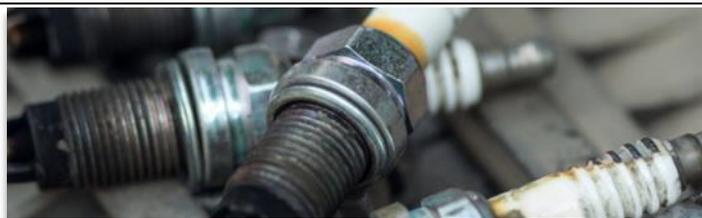
**Auto Jumble**, Tom Schmitz' "Garagemahut" in Lillian, Ala. See page 9.

## September/October 2021

Sun	Mon	Tue	We	Thu	Fri	Sat
26	27	28 Club Mtg.	29	30	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
					<b>BCF</b>	
24	25	26 Club Mtg.	27	28	29	30
31						

# Sparks

## Club and Member News



### Noggin and Natter at Natchez

story and photos by **Noel Eagleson**

If you love culture, history, and antebellum homes, plus thrown in a British classic car show, then Natchez, Mississippi was the place to be the 17th and 18th of September. Hosted by the English Motoring club of Mississippi, "Brits on the Bluff" is a small show compared to many other regional events.

Being on my bucket list for quite a few years, **Donna** and I along with **Tom Schmitz** decided to visit and help support a small club whose members annually make the pilgrimage south to Fairhope in October.

to make a new movie entitled "The Search for Christmas" to be aired on the Hallmark Channel around February next. Apparently Natchez is getting quite a name for being a premier film destination.



*Natchez' version of Abingdon Row*



*From left, Tom Schmitz, Donna Eagleson, and the author join New Orleans club members Roy Fleming and Keith Vezina for a wee dram.*

Not to be outdone, the show committee, in conjunction with the city's mayor, Dan Gibson, had the section of Broadway outside the Grand Hotel roped off providing the perfect spot that included a couple of mature oak trees just across the street affording nice shade in the afternoon.

The Friday night welcome gathering was hosted by club member Richard Brangan in a beautiful walled courtyard located behind his antique and period furniture restoration business in historic downtown. This provided the ideal place to relax and enjoy good food and company and dare I say a little libation, hence the opening reference to noggin.

The original show site overlooking the bluff is currently being used by Evergreen Film Productions



*Left, a rather stately Jaguar 420G; right, Donna Eagleson poses with an even more stately Silver Wraith.*

It transpires that the mayor is also an avid vintage and classic car fan owning a very tidy Model A Ford roadster with a dinky little rumble seat.

As I mentioned earlier, this is a small show, yet the variety and quality of the cars on display meant there was plenty to discuss with the owners. I exchanged names and email addresses with a couple of club members who are undertaking restorations of MG T-Type cars similar to my project.



*The host with the most, Keith Vezina, entertains "hizzoner" himself, Natchez Mayor Dan Gibson.*

MGBs and Midgets were very much in evidence, yet other marques, ranging from a humble Mini Van to Lotus, Aston Martin, Jaguar, Triumph, and a stately 1948 Rolls Royce Silver Wraith with coachwork by H.J. Mulliner, made a fine display in front of the Grand Hotel.

Keith Vezina from the New Orleans club had strategically placed his pristine MGB and "portable pub" under the shade of one of the mighty oak trees. This proved to be a popular place to stop by during the course of the hot, humid afternoon. Ironically, Keith won the Mayor's Pick award accompanied by a loud cheer from all present. I wonder why?

Although the number of cars on display was down due to the continuing scourge of COVID-19, **Donna** and I had a thoroughly enjoyable time and offer a big thanks to the folks in the Mississippi club for staging this quaint event. Safety Fast!

## Members Share Photos with Ed.



*Ben Cummings shared this picture he calls "Full Garage" and says he "may have an addiction." There are worse vices, Ben.*



*Lyman Dykes sent these two photos with this note: "I own a 1959 Bugeye Sprite, I purchased it the end of 1969 and drove it home. I started restoration a couple of years ago. The end of last month, I drove the Bugeye for the first time in 52years."*

# Spannering

Advice on Repairs, Parts, and Services

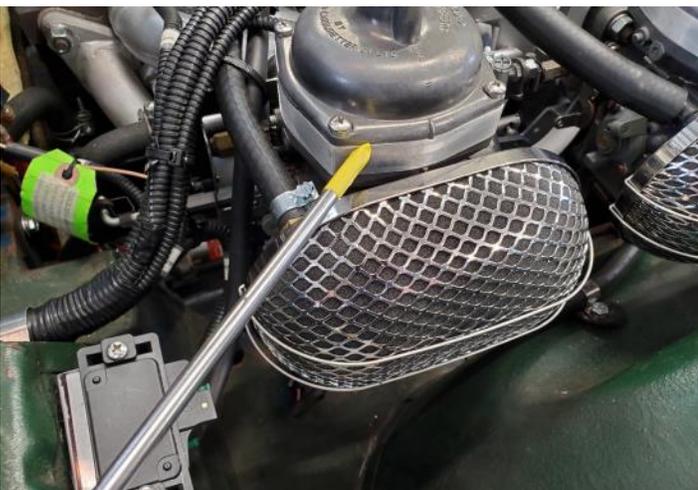
## Fuel Injection on a TR6

story and photos by **Scott Paradise**

I recently finished installing a fuel injection system on a TR6. The engine compartment is pictured below (middle left photo). Also pictured are a few of the fuel injection components: throttle bodies incorporated into the Stromberg carb bodies (bottom left), MAP sensor (upper right), and the ECM, which is mounted under the dash (middle right). Also notice a Check Engine warning light installed where the choke cable used to be (bottom right). The car starts cold with a twist of the key, will idle all day long without stalling due to fuel percolating, and has a smooth torque band.



I am told that the fuel mileage increase is in the 20-plus percent range. It has its pluses but is a pricey modification [the kit is about \$1,700-Ed.].



The Best of

# Pierre's Wisdom

Pierre Fontana

## Dangers Within Your Cars

One of my old Jaguar customers asked me to see if I could install a new door latch cable on his girlfriend's late-model Mercedes driver's door. Usually



*See this? Tread carefully!*

these are a piece of cake, so I let him bring the car.

Surprise, the car has six air bags, including in the doors. Very much care is required,

and only experienced mechanics should attempt this trick. The explosive charge for the air bag is very small, but the deployment is abrupt to say the least, and a change of underwear is possible, but that is not the point. Replacement air bags cost over \$1,000 for a new one, so the moral of the story is to know your limits when working on new cars. I found mine. Look for a small warning label or tag with **S R S** block letters or spelled out "**Airbag.**" They are triggered electrically, like you would dynamite. Disconnecting the battery will prevent deployment, but a mistake in re-assembling the system can trigger it when battery is re-connected, or while you are driving along—a big surprise.

## Surprises of Used Cars

A simple job turned into a time-consuming hunt for correct parts. Rebuilding an E-Type Jag rear end is a challenge under normal circumstances, but not a technical one. The surprise was it was built by a previous mechanic from three different year and model cars. This was impossible to tell until it was in pieces. The brakes were from the early '60's, the differential and right axle and yoke were from a late '70's XJ-6, and the left axle and yoke were probably early '70's, so all the seals, some bearings, and the brake kits were all wrong.



*Photo courtesy Pierre Fontana*

The car had sat in storage many years and had lots of corrosion in the brake calipers. I had to weld a piece of pipe to the pistons to drive them out of calipers. The size of the pistons was the giveaway of early brakes, helping to identify the kit I needed. The needle bearings and seals were different, right from left, and the pinion seal and output shafts seals also were different. All of it is safe to use as it is; once together, you can't tell, but for the different size nuts on lower yoke.

The corrosion was so bad on the brake lines I made new ones. Your local parts house has lines in different length increments. Make sure you use the double flare ones with the long fittings. Most British brake lines are 3/16" SAE, exactly like US ones, so a local purchase is no problem, and a lot cheaper.

The handbrake controls were all stuck with corrosion too. Bead-blasting and soaking in acid made them like new again. It all has to be free and well-lubed, since pulling on the brake handle repeatedly is how they self-adjust.

One good thing, the rear end ratio was 43/13 which makes for a ratio of 3.31—long legs, more speed, and better mileage. I never understood why the British sent Jaguars to US with high ratio rear-ends and to the rest of the world with low ratios for better speed and more gas economy, since there was adequate horsepower and we have open roads no one else has. *[This column first ran in April 2011-Ed.]*

# Spare Parts

## General News and Information

### A Book Review: *Roads to Oblivion* – Triumphs & Tragedies of the British Car Makers, 1946- 1956

article and photos  
submitted by **Terry  
Travato**

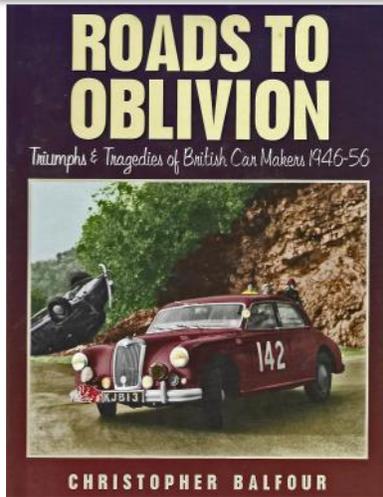
We've all been to a smorgasbord of British car shows throughout the Southeast and seen so many marques on display that we can smugly sit back in supposed confidence that we are familiar with almost every piece of rolling British history produced by Her Majesty's subjects.

Well, a fascinating book entitled *Roads to Oblivion - Triumphs & Tragedies of British Car Makers, 1946-1956* will erase that theory.

Ever heard of a Fedden . . . or how about a Invicta . . . or maybe a Jowett . . . or possibly a Murad? These and 20 other

British car manufacturers are featured along with more than 200 photographs in this fascinating publication authored by Christopher Balfour.

He states "For British automobile manufacturers the years immediately following World War II presented unrivaled opportunities: Home and export markets hungry for cars, an intact motor industry and an



On the cover: John Bremner, piloting a Riley Pathfinder (Car 142) placed 69th in the 1956 Monte Carlo Rally while Joan Johns experienced bad luck as her upturned Austin A90 careened off-road.



1946 Invicta Wentworth



absence of foreign competition. But today employing hindsight it is easier to discern the different flaws in those companies which are now in oblivion. None of them had a strong mix of all disciplines: Each was only good in parts. Talented designers were not matched by comparable strength on the financial, marketing or production side. There were companies where those strengths were available but the engineering lacked flair. Within the industry there were all of the elements of success but their disposition was random."



A Jowett Jupiter on London's Waterloo Bridge

A desirable addition to any Anglophile automobile library, to obtain a copy contact Midlife Classic Cars, 4233 Carol Ann Drive, Charlotte, NC 28215, (704) 598-5113, [midlife@mail.clt.bellsouth.net](mailto:midlife@mail.clt.bellsouth.net).

### Land Rover TReK Defender Available at Land Rover Gulf Coast

SABCC member and Jaguar Land Rover Gulf Coast finance manager

**David Menaker** shared these photos of a Defender, now for sale, that the Mobile dealership ran in the recent Land Rover TReK Competition at the Biltmore Estate. For more information on the TReK competition, click [here](#).



## Auction Roundup

### 1976 Triumph TR6



**Sold** for \$60,000 on Bring a Trailer

*Delivered to Paretti Imports in Baton Rouge, this BRG over tan TR6 was stored by the dealer and not sold until 2013. Now showing 1,100 miles, the car was fully serviced and apart from a few finish flaws and glass delamination, was essentially as new.*

### 1991 Jaguar XJ-S



**Sold** for \$9,913 on Bring a Trailer

*Is Ed. featuring this auction because he owns a 1991 XJ-S, also in Brooklands Green over Doeskin, that he would sell for less? Do old Jaguars leak Castrol?*

### 1980 MGB Roadster



**Sold** for \$26,500 on Bring a Trailer

*Finished in Vermillion Red with a yellow stripe over black vinyl, this runout model MGB with overdrive was with its original owner until 2014, and shows 37,000 miles. Bubbling paint on the rocker was not enough to prevent this very strong price.*

### Classic Roadsters Sebring MX

**Sold** for \$22,500 on Bring a Trailer

Worth noting: The Sebring listed for sale on the next page is **much** less.



## Just Around the Bend

### Upcoming Events of Interest

#### British Car Festival Gets Ink

SABCC president **Tom Renick** commented on the BCF in his column on page 2, so *Ed.* will not rehash his well-considered remarks on registering your car, taking out a sponsorship, or signing up to volunteer at the show (all things you should do). Instead, *Ed.* would like to congratulate publicity chair **Andi Harris** for getting *Alabama Magazine* to do a most impressive article on our annual event in their September / October issue. The magazine is available at Books-A-Million or Barnes and Noble.

#### Autojumble? What's an Autojumble?

If you're new to SABCC or the British car hobby, you might not be familiar with an "Autojumble," which really is just a British term for a "Swap Meet" [sort of like trunks and boots, bonnets and hoods, tops and hoods—OK, *Ed.* is confused].

SABCC has joined forces with the Panhandle British Car Association (PBCA) and the Mardi Gras MGs to ensure that the widest possible array of gently used spares, leftover parts, and other ~~detritus~~ junk merchandise is available for perusal.

The 2021 event will be held November 6 at **Tom Schmitz's** "Garagemahut," a Quonset hut **Tom** built in Lillian to house some of his collection. Details and directions will follow shortly.



*Noel Eagleson makes a deal with Pat and Dave Couling at the 2019 Autojumble.*

Since the Autojumble is just two weeks after the BCF, now is the time to go through your garage, shed, barn, or storage unit to figure out what you might like to sell.

# Classified Ads

<p>APRIL 1, 1888. C. C. &amp; CO., Lowell, Mass. 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.</p> 	<p><b>LD. LOWENBERG</b> REAL ESTATE AGENT, Government street, near corner of Broughton</p> <p><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 in his Bulletin Board Town Lots on nearly every street; Particulars of purchasing Land in every District; one of which should be purchased for investment.</p> <p>Money on hand and mortgage to loan, in substantial thousands.</p> <p>Conveyances of every description done at reasonable rates.</p>	<p>These may be important, but do not ascertain the new law, after the total amount of the above all existing the ports.</p> <p>These suggestions are applied to all similar in made to its reports for all in</p> <p><b>STATE</b> SHOWING THE INVESTMENT NOVEMBER</p> <p>Mortgages and other landed property securities Loans on the Company's Particular surrender value, Various investments, insurances of other Companies by a</p>
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**1986 Classic Roadsters Sebring MX**  
5.0l V8, Tremec 5 speed, VTO wheels, new 130 amp alternator kit, 3,124 miles. \$15,000.  
**Gary Langswager, 251-300-9312**

**2004 Jaguar XJ8-L—NEW PRICE**  
Long-wheelbase Jaguar saloon finished in Zircon with ultra-rare chrome wheels. Clean inside and out, it has approximately 95,000 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 5,000 miles. \$9,750.  
**David Menaker, 251-243-6970**



**Wanted: Auto Body Repair Shop for Ford Anglia**  
Body parts on hand.  
**Mac McNamara, 251-421-1112**

**External Internal Combustion?**  
*Noel Eagleson* shared this photo of *Chuck Wimberly's* 1275 MG engine being de-coked. Adult supervision is urged for this; Ed hopes **Donna** was there.



# Weak and Rusty

Michael King, Editor, *Spark & Spanner*

## Oops

Last month, I wrote this column from my brother's place on the beach near Charleston, S.C. After spending an enjoyable week with him and my sister-in-law, I drove 600 miles north-northwest to the only city in the world in which I was born, Louisville, Ky., best known as the home of the Kentucky Derby. I did not see any horses; my plan had been to attend the Kentucky State Fair, which hosts (among other events) a world championship horse show, but the spread of Delta variant of COVID caused me to cancel that part of the trip. Nonetheless, I had a very pleasant vacation.

On the drive home from Louisville, however, I got a call from my long-suffering spouse, who said those words no one wants to hear: "I really hate to tell you this, but . . ." Turns out she had gone out to the garage looking for something and found my almost-brand-new four-post lift, with the MGB on the top and the XJR below, listing to starboard. The ramp of the lift was resting on the roof of the XJR, as shown in the picture above right.

At this point, I am in north Alabama, on Interstate 65, some 300 miles from home. I tried to explain to **Kristine** how to free up the lift, but to be perfectly honest, I had not had it very long, and I was not entirely sure what to tell her. However, her efforts to raise it made very clear something was quite wrong.

Fortunately, I kept the card of the technician who installed the lift, and I even remembered where it was. **Kristine** called him (this was a Saturday afternoon) and after he realized he could not help her by phone, he agreed to come to the house. About an hour later, I got the news that the lift was repaired, the XJR "appeared" to be OK, and if it was not, the company would make it right (thanks, Cutting Edge Automotive in Robertsdale!).



When I got home, I discovered that the XJR was, in fact, unscathed. The lock mechanism at the right rear corner failed, and as hydraulic pressure dropped, that corner sagged a bit. All was well.

Well, almost. Even before I left Louisville, I was suffering a bit from nasal congestion. I actually took a day off the following week, and was beginning to feel better, so I think I just had a summer cold. However, the following week, the congestion returned with a vengeance, just about the time my wife and her parents discovered they were COVID-positive. Shortly thereafter, I lost my senses of taste and smell. All four of us were fully vaccinated, and quick administration of monoclonal antibodies kept us from getting really sick, but humor me as I share these few words of advice:

- **Get the vaccine.** It's free, any reaction will pass quickly, and if you get a breakthrough infection, you likely will not be nearly as sick as someone who is unvaccinated.
- **If you do get a breakthrough infection, seek treatment.** We were fortunate to have easy access to the antibody treatment. It helped.
- **Trust the science.** I'm not sure why some folks are determined to trust something they saw on the Internet or heard from a friend, but I've worked in healthcare for more than forty years, so I like to trust medical experts.

Above all else, be careful! Germs (and rust) never sleep.

# Thank You Sponsors!



Dr. Carl H. &  
Laura Kauffman

Caroline &  
George Brown



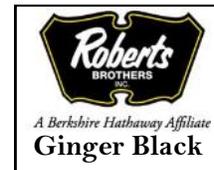
BigBoard



Tom Schmitz in  
Memory of Jeanne  
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Dean McCrary  
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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.



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



The only MEMBER-RUN organization for MGB, MGC, Midget, 1100/1300 and Post Abingdon Car owners.

**ANNUAL MEMBERSHIP \$30** (\$45 overseas)

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

**North American MGB Register**

PO BOX 876 • Downers Grove, IL 62897-0876

Toll-free phone: 800-NAMGBR-1

[www.namgbr.org](http://www.namgbr.org)

**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 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 . . .



**Starts, runs, drives . . .** Listed on eBay, this 1995 Jaguar XJS was originally black over tan leather, but received this (ahem) unique paint treatment so that it could be “used in a short film.” Showing 218,000 miles, the car was listed at “no reserve,” but the seller included a long list of recent repairs, and added that the car, which allegedly is rust-free, “comes with cowboy boots, a horse saddle, and wintergreen chewing tobacco.” It sold for \$2,450.

## Spark & Spanner

South Alabama British Car Club

PO Box 18036

Mobile, AL 36618



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**.