

# Spark & Spanner

The Official  
Publication of the  
South Alabama  
British Car Club

November 2021



# From the President

Tom Renick

## Thankful

With things winding down after our British Car Festival last month, results are beginning to roll in. At chairman **Brian Daly's** wash-up and analysis hoedown at his favorite Mexican restaurant, it was apparent that little needed serious attention since most things went so well.

The car registration team along with the ballot group came up with some refinements to the process that will shorten the vote counting processes for next year. Other than that, how to cut down the wait time at the food chuck wagon was mentioned and solutions to that will be considered as we go along.

What was evident during BCF 2021 was the participation by so many club members that made things go. Some have been doing the same job for years, while several new adherents jumped in to



*If you've ever wondered if our president really writes his own columns, this picture of "Scruffy" (who actually isn't) at the keyboard should settle the issue.*



Photo by Noel Eagleson

fill essential positions.

The Friday night dinner went swimmingly because of the volunteers who answered the appeal of **Donna Eagleson**. Some helped serve the vittles while others brought food. It was all delicious and there were enough inviting desserts to add two pounds to everyone there. The door prizes were all British appropriate and treasured by the lucky winners.

The primary take away from this year's BCF is that after all expenses were paid, we made enough to keep going for another year, and had sufficient registered auto entrants to be within the highest number of the top five years ever. Congratulations to everyone who helped.

Be sure to get your money to **Donna** for our annual Christmas luncheon on December 12th, and don't miss the exciting November meeting because that's when annual elections of officers will take place. Once the fervor of that dies down, do have a very happy and blessed Thanksgiving.

***Tom Renick** is the president of South Alabama British Car Club. Despite occasional grumbling, when pressed he will acknowledge that he is indeed happy and blessed.*

**On the cover:** **Donna Eagleson** negotiates a sale (we hope) with **Lyman Dykes** at the Great Gulf Coast All-British Autojumble, held Nov. 6 at **Tom Schmitz's "Hut"** [and no, Lyman did not pay Ed. to get on the cover again].

**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.](#)

# Activities Calendar

**Nov 23, 2021**

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

**December 11, 2021**

**Lillian Christmas Parade**, sponsored by the Optimist Club, begins 12:30 p.m. If you would like to be in the parade, please call or text Dick Erwin at 850-776-7132. [Helpful hint: the Mardi Gras MGs and the Panhandle club plan to be there "in force," so you will not be alone. By the way, why do we not have Pessimist Clubs?-Ed.]

**December 12, 2021**

**SABCC Christmas Lunch**, Rock Creek Country Club. \$15 per person, **due no later than Nov. 24.**

**December 27, 2021**

**Nothing.** The Christmas Lunch takes the place of our regular club meeting. Enjoy the time with your loved ones, if they've not grown weary of you after the long holiday weekend.

## December 2021

Sun Mon Tue Wed Thu Fri Sat

			1	2	3	4
5	6	7	8	9	10	11 Xmas Parade
12 Xmas Party	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

British Car Festival is Supported by



Jaguar/Land Rover of the Gulf Coast

# Sparks

## Club and Member News



### A Jumble That Wasn't Jumbled Up

Fifty-two fans of fine British motors gathered Saturday, Nov. 8, at **Tom Schmitz's** Quonset hut in Lillian for a half-day of breakfast, bargaining, buying, and banter [*enough with the alliteration-Ed.*]. The event was the "Great Gulf Coast All-British Autojumble," and while those of us the Colonies might think "jumble" means disorganization and chaos, this was anything but. Due in large measure to the coordination skills of **Donna** and **Noel Eagleson**, the Autojumble went off very smoothly,



*Bill Cashion is ready for some serious shopping (photo by Donna Eagleson).*

with thirteen vendors displaying a variety of wares, from parts, memorabilia, and in the case of Mike Japp from Pensacola, an entire car.

And, the mention of Pensacola is apropos, as this event encompasses all three British car clubs in our region: PBCA, MGMC, and SABCC.

We've included a few photos so that those of you

who were not there can see exactly what you missed—but fear not, the Autojumble will be a continue to be a regular event on the club calendar.



*Our host, Tom Schmitz, engages in conversation as buyers survey the wares. (photo by Ed.)*



*If you can't find it here, you might not need it. (photo by Ed.)*

## More Autojumble and British Car Festival Photos



*Noel Eagleson and SABCC president Tom Renick examine the Autojumble merchandise (photo by Ed.)*



*Dick Bishop wore white at the British Car Festival to match "Brooke," his 1966 MGB Roadster. (photo by Robb Ogletree).*



*L to R, Keith Jarvis, Noel Eagleson, Don Pritchett, Pierre Fontana, Tom Schmitz (on scooter), Tom Renick, Bill Cashion, and Tony McLaughlin paused their Autojumble shopping for a group picture (photo by Donna Eagleson).*



*The Land Rover marque was well represented at the British Car Festival (photo by Robb Ogletree).*



*Parts large and small were offered for sale (photo by Ed.).*



*A rare Elva Courier—this 1959 model is owned by Robert Renke of Elberta. (photo by Robb Ogletree).*

## Nominating Committee Report

The October meeting is the time appointed by the club by-laws for the nomination of officers to serve for the ensuing year. Nominating Committee Chairman, **Noel Eagleson**, submitted this report at our October 26, 2021 meeting:

*In accordance with club by-laws ( Article 2C ) the nominating committee has great pleasure in proposing the following named to serve as officers of the club for the year commencing January 1st, 2022 subject to additional nominations from members present at the October meeting:*

- *President:*           **Tom Renick**
- *VP-Membership:* **Rick Black**
- *VP-Activities:*   **Don Pritchett**
- *Secretary*           **Peter Lee**
- *Treasurer:*       **Donna Eagleson**

*Members at Large (4): Club membership currently stands at around 130 therefore there will be one member at large for every 30 members:*

- **Dick Bishop**
- **Frank Stabler**
- **Ron Wolverton**
- **Ben Cummings**

*Note: The Newsletter Editor is an appointed position and I am delighted to report that **Michael King** has agreed to continue undertaking this very important club function. [Another whole year?-Ed.]*

*Another very important appointed position within the club is Webmaster and once again **Peter Lee** has stepped up to continue keeping us all informed via the Club's web site.*

*Respectfully submitted,*

**Noel Eagleson**, Chairman

**Brian Daly**

**Tom Schmitz**

There were no nominations from the floor, so nominations were closed. As per the club's bylaws, the nominations are to be published in the November issue of our newsletter. At the November club

meeting one vote per paid membership will elect these nominees to office. A brief installation of officers will take place at the annual SABCC Christmas Lunch.

## British Car Festival Report

A "hot-wash" meeting [*get your mind out of the gutter-Ed.*] for the 2021 British Car Festival was held November 9, with twelve SABCC members participating. While a report will be delivered at the November club meeting, **Ed.** is aware that this is a holiday week, so he's taking upon himself sharing a synopsis with you, the readers of *Spark & Spanner*. Here are some of the highlights:

The show went well. We had plenty of cars, a very good Friday dinner, door prizes left over, a sell-out of the T-shirts, great pre-show publicity, and logistics and traffic flow were well-organized. Registration moved apace, and folks commented favorably on the windscreen cards, photos, and goodie bags. And, net income was in the top five of all our shows.

Still, we can improve. The major areas of concern were around the on-site food truck, voting, ballot counting, and the awards ceremony. Ideas and suggestions were vetted, and the following changes are in the works:

- This year's **food vendor** experienced several issues related to supplies, service, and maintenance of their vehicle and equipment. While their food was very good, these issues have led us to replacing them with Porterhouse, the food truck that was at the 2020 show.
- **Ballot counting**, and the **awards presentation**, were challenging. **Ed.**, who was both the registrar and the awards MC, suggested modifying the class structure, adjusting the times for voting and ballot counting, and going to a paper ballot that can be tabulated by a scanner. The goal is to start the awards ceremony promptly at 3:00. Some of the award presentation "streamlining" necessitated by this year's late start will continue. More details on these changes will be shared as 2022 plans move forward.

The Best of

# Pierre's Wisdom

Pierre Fontana

## Gas Mileage Tip

This air cleaner came off an MG-B, one of the most outstanding private restorations (over-restorations) I have ever seen. The housing is correct, but the filter plate is upside

down, which makes it almost impossible for the carburetor bowl to "breathe," so gas can't maintain the

right height in the bowl. The second thing I noticed is too much silicone gasket sealant. That stuff, when used to assemble an engine, if too much is turned loose inside, it can stop an oil port to the crankshaft with disastrous consequences. Use It sparingly. I use Permatex #2. I had to remove the air cleaners to access the brake master cylinder; the car had been sitting for over a year, and needed a little help.



## Pay Attention, It Can Hurt You

Checking on a club member's speedometer malfunction led to a more expensive repair, and a strange cause of the problem. The black goo and metal parts in this picture used to be a transmission rear support.

An oil leak and old age caused the rubber parts to disintegrate, and the metal was mangled due to the

weight and torque. I had to remove the crossmember to disassemble the mess. The speedometer angle drive failed when pushed against



Photo courtesy **Pierre Fontana**

the mount. The part that can hurt you is that in a front end accident the tranny can try to join your hip. Replacing those rear mounts can cause you to say very nasty

words, since it is impossible to reach or see what you are doing. I had to re-tap the tranny 5/16" mounting holes, which was



challenging to say the least. From now on I will cut two extra holes in the cross-member to access the bottom nuts.

Now the oil leak is the weird part. Most was coming out of the rear of the valve cover gasket, so I thought it would be a few-minute job. I yanked the cover off, and found a special bolt just laying on the head, called "screw, rocker shaft locating" (look it up in a Moss catalog) and a special tab hold the thing from turning and in place. The tab was missing and the screw came out, and oil was spurting out like a shower under the valve cover. That alone might not cause the leak, so I checked the two breather lines going to each carburetor. The plastic "T" was not letting crankcase pressure out to be recycled in the engine, so I trimmed the ends to open them. [This column first ran in June 2011-Ed.]

# Spare Parts



## What Is British Racing Green? A Brief History of the U.K.'s Most Competitive Pigment

[This article was copied from *motortrend.com*-Ed.]

In the early 1900s if you were a race car driver and you happened to be English, you were out of work. The U.K. in that era had placed a blanket ban on rac-



British racing cars in British Racing Green—left, an MGB GT; right, a Jaguar D-Type.

ing, a decision that threatened the careers of an entire generation of early gearheads obsessed with newfangled automobiles and their promise of greater thrills than the now-antiquated horse.

Faced with this challenge, British motor racing was forced outside of its borders, and by 1902 the country's speed demons had put together a team to compete in the Gordon Bennett Cup. Asked to choose a color scheme to represent their nation on the starting grid—and denied the traditional red, white, and blue of the Union Jack by teams already competing under those liveries—the winning pilot, Selwyn Edge, went with a light green for his Napier race car.

The following year the Cup was contested in Ireland, and as a result British drivers decided to double down on their previously selected pantone by adopting a darker shade of green across all of its entries. Also called "shamrock green" by those early racers, the paint echoed the respect accorded the home team's traditional colors (it's not called the Emerald Isle for nothing) and started a tradition that

echoed through the next century of competition.

Tradition is one thing, but British Racing Green also happens to be the "official" color of the country in international motorsports. How did this happen?

An entire host of automakers, from Sunbeam to Bentley to Aston Martin to Lotus, adopted various shades of green during the first 30 years or so following the Bennett Cup, and even racers boasting British heritage but driving imported autos began to use green to distinguish their vehicles, as well. By the end of the 1930s, the Code Sportif International had officially enshrined the color as the required paint job for any British-based team that wished to compete in Federation Internationale de l'Automobile (FIA) events. The FIA also dictated the colors used by entries from Italy (red), Germany (silver or white), France (blue), the United States (blue and white), and any other country entering a sanctioned event.

This included Formula 1, and all British open-wheel racers and sports car teams competed under different shades of the same green hue until the late 1960s, when Lotus demanded an exemption to instead run a black and gold livery based on its primary sponsor, Players. A few short years later the FIA dropped its color requirements, and British Racing Green lay largely dormant in F1 until Jaguar adopted it once again in 2000.

You might be surprised to find out there's no one specific color that can claim to be the sole representation of British Racing Green. It's an all-encompassing term that in the modern era has come to describe the darker shade that was first used by Brit William Grover-Williams driving a Bugatti in the 1929 Monaco Grand Prix.

That being said, the Pantone code most often used

for British Racing Green is listed as 20-0182 TPM, which is a dark shade simply labeled "Racing Green." There are similar colors available from the CMYK standard for British Racing Green, which denotes the mix of cyan, magenta, yellow and "key" (or black) that make up the hue (1.00, 0.00, 0.44, and 0.74, respectively, see left), as well as the additive RGB code hex #004225.

British Racing Green has been a popular color choice for a wide range of street cars, ranging from Jaguars and Bentleys all the way to the original Mazda Miata, which offered the shade on a special edition during its first and second generations. In terms of modern choices, Jaguar has offered the F-Type coupe and convertible in BRG, while Mini (despite its current German corporate parent) provides the color across a wide range of its models. Even the first Tesla roadster came in a "Racing Green" that paid homage to the original English livery.

69	Austin - Healey Sprite. 3800 miles.	\$1895
	Warranty . . . . .	
68	Austin America 2-Dr. Sedan. 8000	\$1395
	miles. Warranty . . . . .	
67	Volvo 4-Dr. Sdn. 24, 000 miles.	\$2095
	Michelin tires	
67	Volvo 1225 2 - Door. Air, auto- matic. Clean . . . . .	\$1895
66	Volkswagen Fast Back. One owner.	\$1295
	Nice . . . . .	
65	Sunbeam Tiger. V-8. A hot one . . . . .	\$1595
65	Volkswagen 2-Dr. Bug. Nice. One owner . . . . .	\$995
64	Ford Galaxie 500, 4- Door Hardtop. Air. Nice . . . . .	\$795

SEE  
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or  
HAROLD SWEET  
**WHITE'S  
IMPORTS**  
511 St. Joseph St.  
438-9787  
VOLVO—MG—  
AUSTIN HEALEY  
Ask about our overseas  
delivery plan.  
"The Personal Touch That  
Means So Much"

An ad from the past: **Norbert Long** sent Ed. this ad from the July 25, 1969 edition of the Mobile Press-Register. Does anyone remember Eddie Green or Harold Sweet?

## Auction Roundup

### 1980 MGB Limited Edition



Sold for \$19,791 on Bring a Trailer

*This black over black MGB LE offered an additional inducement to bidders in the form of forced induction, specifically a Moss supercharger kit. With the LE package, and only 18,000 miles showing, the strong result is not surprising.*

### 1993.5 Lotus Esprit Turbo



Sold for \$33,000 on Bring a Trailer

*Another forced-induction car, this white-over-gray-leather Lotus, with 61,000 miles had a few minor cosmetic issues but still brought a good price.*

### 2008 Jaguar XKR



Sold for \$32,025 on Hemmings

*Continuing our forced induction theme, this indigo over caramel grand tourer features a 4.2 litre supercharged V8 producing 420 horsepower. With only minor cosmetic defects and 36,000 miles, the price is market-correct.*

### 1995 Jaguar XJR 2+2

Sold for "best offer" on eBay

*The only thing blown about this car is the paint scheme, but it finally sold. Let's hope it'll be rescued.*



## The Jaguar XKSS—A Tale of Fire and Resurrection

*submitted by Terry Trovato*

Following Jaguar's withdrawal from racing competition during the late 1950s, a number of completed and partly completed D-type race cars remained unsold at the Browns Lane factory. The D-type had stopped racing in 1957, departing as an undisputed champion. Straight Le Mans victories in 1955, 1956 and 1957 cemented Jaguar's reputation. Sir William



*The Jaguar D-type LeMans conqueror and the forerunner of the XKSS.*

Lyons, the head of Jaguar, figured Americans loved fast European sports cars, so the Le Mans champion became a new thinly veiled race car for the street and was designated as an XKSS.

Only minor changes were made to the basic D-type structure, which included the addition of a passenger side door, the removal of the large fin behind the driver, and the removal of the divider between passenger and driver seats. In addition, changes were made for cosmetic, comfort and legal reasons: a full-width, chrome-surrounded windscreen was added; side-screens were added to both driver and passenger doors; a rudimentary, folding, fabric roof was added for weather protection; chromed bumpers were added front and rear, XK140 rear lights were mounted higher on the wings; and thin chrome strips were added to the edges of the front light fairings.

By early 1957 a total of 16 of the planned production

run of 25 XKSSs had been completed at Jaguar's Browns Lane plant. But on the evening of February 12<sup>th</sup>, a fire broke out, destroying the remaining nine in mid-production. In 1958, Steve McQueen bought one of the surviving Jaguar XKSSs from a local California TV personality who kept it parked in a studio lot on Sunset Boulevard. McQueen talked his wife



*Steve McQueen in his original XKSS, "The Green Rat."*

Neile into writing a check for \$5,000 to pay for the vehicle and McQueen became the third owner of XKSS chassis No. 713, a car that had originally been imported a year earlier by Jaguar North America. McQueen was early in his career and showing glimpses of the potential hell-raising that would come at the height of his powers. That the Jaguar XKSS, with its stubby proportions, inflated curves and race-derived everything, appealed to him was only natural.

McQueen nicknamed his car "The Green Rat." He drove fast and ran from the police without second thoughts. Once, he tricked a patrolman into racing him and a supposedly in-labor Neile to the hospital. Neile was pregnant, but only by six months. McQueen waited for the patrolman to leave, then told the nurses, "false alarm." Neile was so angry she didn't speak to Steve for the rest of the day. "But, by God, it worked!" he said later. "I didn't get the ticket!"

What's it like to drive one of these original rare classics? According to one owner: "The side pipes emit quite the rumble. They're pointed outward and the sound reverberates straight up into your ears, bassy and crackling. The engine is an XK-series inline-six,

twin overhead cam with triple Webers, producing 262 hp and offering 60 mph from a standstill in five seconds. Even today this is quick; but back then, it was devastating. The Dunlop brakes—discs all around, a period innovation—protest until warm with a chorus of squeals. Missed shifts from the tricky four-speed gearbox produce a noisome grind: first and second are unsynchronized. Steering is rack



*An XKSS in profile.*

and pinion, the front suspension is double wishbone and the entire car rattles like a toolbox filled with hammers.”

So what about the nine cars that were lost in the fire in 1957? In March 2016, Jaguar announced that it would be completing the original 25-car order by hand-building the remaining nine XKSS roadsters to the exact original specifications used in 1957, and assigning them the chassis numbers of the destroyed cars.

Using a combination of original drawings from Jaguar’s archive and modern technology, the Jaguar Classic engineering team scanned several versions of the 1957 XKSS to help build a complete digital image of the car, from the body to chassis, and including all parts required.

The body was composed of a magnesium alloy, as it was in 1957, but because the original styling bucks did not exist, Jaguar Classic produced a new, custom styling buck based on the original bodies from the 1950s. The bodies of the nine cars were formed on this buck, using a traditional process called hand-wheeling.

Jaguar Classic’s expert engineers worked with the original frames and from there utilized computer-aided design technology to support the correct

building of each chassis. In partnership with the Classic team, frame maker Reynolds—famous for its 531 tubing—was briefed to craft custom new parts using imperial measurements, rather than metric. The frames were bronze welded in the same way as the period XKSS chassis tubing. The continuation cars featured period specification four-wheel Dunlop disc brakes with a Plessey pump, and Dunlop tires with riveted two-piece magnesium alloy wheels.

Under the bonnet, the rebuilt XKSSs were supplied with 262 hp 3.4-litre straight six-cylinder Jaguar D-type engines for consistency. The engines featured completely new cast iron blocks, new cast cylinder heads and three Weber DC03 carburetors.

Inside, the “new original” XKSSs sported perfect recreations of the original Smiths gauges. Everything from the wood of the steering wheel, to the grain of the leather seats, to the brass knobs on the XKSS dashboard were precisely as they would have been in 1957.

Each of the nine continuation cars was finished in Sherwood Green paint and, although completely new, as mentioned previously, each was given a period chassis number from the XKSS chassis log. All nine were subsequently pre-sold at a price for each car exceeding \$1.3 million.



*A Jaguar Classic Engineer carefully works on one of the “continuation” cars in 2016.*

And, of course, the ghost of the original 1950s XKSSs was posthumously given a new lease on life when the E-type was introduced in 1961. The body was smoothed out and streamlined, but the XKSS heritage and performance were certainly apparent.

# Classified Ads

## 1975 Triumph TR6

I have a beautiful 1975 TR6 that I would like to sell. Runs great—no known issues. \$25,000.



**Julie Dekle**  
251-281-6884

## Automobile Quarterly Books

Volumes 1—44, and two of Vol. 45. All hardback; first 28 volumes have hardback slipcases. About 189 books total, with gorgeous photos. \$5,000 invested, will sell for \$1,300 (plus shipping if required).

**Tony McLaughlin**  
251-279-9443

## Wanted—MGA

I'm on the hunt for my first MGA. Not looking for a total project car, but something drivable that may need some minor work. Please let me know of any leads!

**Bob Gordon**  
RacerFlash@gmail.com

1000 DISCARDED men's suits. I pay \$6 to \$15; \$3 to \$6 for men's shoes. 322 W. 5th. 7-2-1f  
**NEED A GOOD COW** and will pay the right price for one. Phone MAIN 5822. 10-31-1f  
**HOUNDS**, one each for fox, coon and deer. P.O. #27. Lexington, Ky. 9-26-Sun-7f

## Auto Shop for Sale, Includes Free House and Land

[Normally, "Spark & Spanner" does not run real estate ads, but for member **Dave Roloson**, we will make an exception. The ad he asked me to run is below-Ed.]

New Roof 2020 w/ Copper Strip to Deter Rust  
 Extra Insulation  
 Transferrable Warranty  
 Jenn Air Gas Range w/ 2 Electric Ovens in Kitchen  
 Double Vacuum Sealed Windows  
 Car-Lover's Workshop Around Back  
 4 Bedroom 2.5 Bath  
 Storm Doors  
 Raised Foundation  
**\$495,000**  
 10434 US HIGHWAY 98 | FAIRHOPE | GINGER BLACK | 505.301.1284

4 BR / 2.5 BA 2,497 SF  
 \$525,000  
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 FAIRHOPE

**Ginger Black**  
 REALTOR® | Roberts Brothers Malbis  
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 GingerBlack@RobertsBrothers.com

75  
 100th Anniversary  
 1914-2019

For more photos and details, [click here](#), or search for 10434 US 98, Fairhope, AL 36532.

**Dave Roloson**

## Triumph Cars and Parts for Sale

The fine folks at the Texas Triumph Register have been sending *Ed.* listings for various cars and parts, including a 1976 TR7 coupe with a 3.5 litre V8 conversion, a 1980 TR8, a 1957 "small mouth" TR3, various TR3 parts and jigs/fixtures, and a TR2 tonneau cover. If you have any interest in these, send an email to [SparkSpanner@gmail.com](mailto:SparkSpanner@gmail.com).

# Weak and Rusty

Michael King, Editor, *Spark & Spanner*

## Brakes Are Breaking Me

Last month, I wrote that when changing the oil in my 2001 Jaguar XJR (photo, right), I found that the front tires were badly worn on their inboard edges, leading me to get them, and later the rears, replaced. I also mentioned that Scott Blair at 2UTire found worn front brake pads. Even I know that being able to stop a car with 370 hp is important, so I promptly ordered a rotor and pad kit from a company I'll call "StoneMotor."

When I placed the order, I saw that two sizes of front rotors were offered on the XJR: 305mm and 325mm. Ironically, both use the same pads, which as club president **Tom Renick** observed means that the swept area is the same. Nonetheless, 20mm of difference in diameter makes a big difference in how the rotors fit in the calipers. I knew my car did not have Brembo brakes, so I naively assumed I had the smaller rotors. Wrong. When I loosened the front lug nuts, got the car up on a jack stand, and took off the left front tire, I quickly discovered I had 325's.

No problem; I headed back in the garage, pulled out my phone, linked to StoneMotor, and ordered (I thought) a set of new rotors, in a fancy chrome-molybdenum alloy, because, as we like to say in the Garagemahal, "*ut etiam*" [*that's Latin for "might as well"-Ed.*]. I also requested a return label to send back the ones that were too small.

A few days later, my rotor arrived via parcel delivery. That's right—one. Seems StoneMotor sells them each, not by the set. Why anyone would replace only one rotor is beyond me, but whatever. Unfortunately, they are out of stock on that rotor.

The search was on for a set of 325mm rotors. Local parts houses are happy to sell you a pair, if you can wait a day or two, for about 40 to 50 percent more than I paid online. As I read more about the rotor I'd



bought, I decided finding another was worthwhile. Unfortunately, *no one* had them in stock. I finally found a vendor that indicated availability, placed my order, and waited . . .

After about ten days, several online queries, and at least two calls, I got an email from the second vendor that the expected ship date would be Jan. 7, 2022. I promptly canceled the order (and got a refund very quickly) and placed a new order with StoneCar for a nice pair of rotors, using the store credit I'd received when I returned the 305's. Those were delivered Nov. 20, so I'm all set, with pads, rotors, and hardware. I also invested in a pneumatic brake bleeder so that I can purge and refresh the brake fluid, because again, *ut etiam*.

Oh, and I have one more thing I found I'll need. Reviewing the forums on how to replace the brakes on the X308 series of Jaguars (i.e., the 1998—2003 XJ8 and XJR) I learned that the caliper fastener requires a 7mm Allen wrench, something Jaguar apparently used for many years. That particular socket was not available to me, and nothing I tried in its place worked. So, I placed an order with a company I will call LargeWoman.com [*maybe BigRiver.com is more politically correct-Ed.*] and now have a full set of Allen wrench sockets.

If all goes well, by early next week, the XJR will have new front brakes. So, if you're out getting cranberry sauce and you see a white Jaguar headed your way with a panicked driver at the helm, do NOT assume he can stop. I recommend the ditch.

# 31st Annual British Car Festival Celebrating the MGA

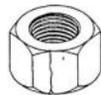


**October 23, 2021 • Fairhope, Alabama**

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GULF COAST



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Enterprises

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*In Memory of  
Jeanne Schmitz*



*Ginger Black*

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Mark Lammon  
Mattie Lee  
Merideth and Terry Trovato  
Mutt Manor

Paradise Home Inspections  
Peter Crowl  
Robb & Elisabeth Ogletree  
Ron Wolverton and Becky Kramer  
Shaklee Health - Coach Jennifer  
Wilson  
Taber's Toybox  
The Jarvis Family  
The Mardi Gras MGs  
The Royal British Legion  
Tommy and Joanne Hartwell

## 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 . . .



*Midgwasaki? . . . Ok, I'm not a fan of shiny rocker covers, or painted British Leyland badges . . . wait, what the #&@% is this? Are those saddlebags? And is that a motorcycle wedged in the rear of the car? That's right, folks, if you can't afford a Morgan Three-Wheeler, or even a replica, you can make your own! Just graft a Kawasaki Vulcan 1500 onto the rear of a rubber bumper Midget! You'll actually gain a few horses, and you will have the only one at the show! Thanks (?) to Jalopnik for sharing this "triumph of backyard engineering." By the way, it's for sale on Facebook Marketplace for \$4,500, and has been for the last two years.*

## 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**.