

Spark & Spanner

The Official
Publication of the
South Alabama
British Car Club

December 2021



From the President

Tom Renick

Wrapping Up the Year

Here we are already at the end of another year. Despite all the strange and unfamiliar goings on in the news, our club has maintained a steady course throughout. Club membership has grown with several of the new members stepping up and helping out with critical club activities. Don Carlos restaurant remodeled in the middle of the year only to re-remodel soon after – possibly because the new layout was unsuited to our meeting style. Might not be the reason but it relieved us from having to find a new dining home. VP of Activities **Don Pritchett** kept us busy under the circumstances and is ready to keep us driving in the coming year.

Best of all, we had a near record breaking British Car Festival in October. The weather was great and we had well over 100 cars show up on the field. You folks jumped and filled necessary tasks and that is what made everything work. If everyone does a little, the whole can't help but succeed.

A really fun event was our shared annual Auto Jumble event held at **Tom Schmitz's** "Garagemahut." The driveway and garage were filled with valuable trade stuff and there was plenty of dickering going on. A great place to have it because there is endless space for everything (unless it rains).

With the new administration coming in, there is just one more thing for the old guard to do – and that is to present awards to just some of the individuals who played meaningful roles during the year, and especially during BCF.

- **Pat Couling** – Any Where You Want Me Award: Filled several jobs as required at the Friday Night dinner.
- **Merideth Trovato** - Shopper Par Excellence



Photo by Noel Eagleson

Award: Provided a fine selection of British themed door prizes for the Friday Night Dinner.

- **Don Blosser** – Lost in the South Forty Award: He managed the Baptist parking lot for trailers away from all the fun enjoyed by everyone else.
- **Peter Lee** – Now Hear This Award: Setting up the sound system throughout the field and selecting appropriate British music.
- **Licia Waddington** – Hurry Up And Wait Award: For juggling the ballot collection, counting and reporting system and making it come out right.
- **Peg and Rich Gudmundson** – The Emperor Has No Shirt Award: They designed, ordered, boxed, and carried the beautiful t-shirts for BCF.
- **Dick Bishop** – Loyal Captain and Crew Award: For years of flawless logistical assistance to SABCC from himself and the MGMG crew.
- **Don Pritchett** – Michael Angelo Award: For the ability and willingness to create special awards for us through the years.
- **Michael King** – Get Your Windscreen Cards Right Here Award: For designing BCF windscreen cards and the computer system to keep up with them during a congested and trying time.
- **Donna Eagleson** – Member of the Year Award: One who probably does more for the club on a daily basis than anyone else.

Until we meet again January 25th, Merry Christmas and a Happy New Year to all. *Tom Renick is the president of South Alabama British Car Club.*

On the cover: *The centerpieces were placed on the tables with care, in hopes that SABCC soon would be there.*

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	Ben Cummings
Member at Large	Frank Stabler
Member at Large	Ron Wolverton
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.

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

January 25, 2022

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

Save the Dates

Fairhope Arts and Crafts Festival—March 19, 2022

New Orleans British Car Show—March 26, 2022

Pensacola Brits on the Bay—April 23, 2022

January 2022

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

Sparks

Club and Member News



Christmas Lunch Wraps Up 2021, and Sets Stage for 2022

Sixty-one SABCC members turned out for the club's annual Christmas luncheon, held Dec. 12, 2021 at Rock Creek Golf Club in Fairhope, Ala. According to club treasurer and chief organizer **Donna Eagleson**, this was the largest turnout in the club's history.

Guests enjoyed a buffet of fish, chicken, salad and sides, after which SABCC president **Tom Renick** presented club awards for 2021 (see **Tom's** column, p. 2). Club members also brought unwrapped toys for the local Salvation Army's toy drive.



*SABCC's 2022 officers were officially installed at the Christmas Lunch, and include (left to right) **Rich Black**, VP of membership; **Frank Stabler**, member at large; **Don Pritchett**, VP of activities; **Dick Bishop**, member at large; **Ben Cummings**, member at large; **Donna Eagleson**, treasurer; **Peter Lee**, secretary; **Tom Renick**, president; and **Ron Wolverton**, member at large.*

photo by Noel Eagleson



Beverly Dykes welcomed guests as they arrived for the SABCC Christmas Lunch.

photo by Donna Eagleson



SABCC member Patricia Couling said, "**David and I** dropped off the Christmas toys (five Santa bags and one large box) at the Salvation Army . . . see **Captain Trey Jones** and **David** in front of the toy tree."

photo by Patricia Couling

See You on the High Ground, Dennis Groebe

Lt. Col. Dennis Groebe, US Army Retired, passed away Sunday, Dec. 5 at the age of 76. His last battle was with cancer, and he fought it valiantly for four years. **Dennis** was born on the Fourth of July and served 23 years in the Army, first as helicopter pilot in Vietnam, then in the Middle East and finally with the Corps of Engineers.



Dennis with his MGB at the 2012 BCF.

photo courtesy of Dave Roloson

Dennis was a member of SABCC and the Mardi Gras MG club, and the caretaker of a 1979 MGB. He and his wife **Carol** were also members of Jubilee Shores United Methodist Church, where he was active in the men's group. His full obituary is [here](#).



Dennis, center with fellow members of his church's men's group. SABCC member Dick Bishop is on Dennis's left.

photo courtesy of Dave Roloson



SABCC member **Ben Cummings** found, and bought, this 1967 MGB GT at a salvage yard after he "went exploring." He reports it has "a complete dash with all instruments." Besides this car, the yard had a Triumph TR4 and two MGB roadsters, one with a factory hardtop. [Ed. is awaiting word on **Laura Cummings'** reaction to this latest acquisition.]

photo by Ben Cummings



Trip Palmer shared this photo with Ed., and included the following comment:

"My granddaughter and I drive around Mobile in my MGA every year the day before Christmas. We've been doing this for the last 10 years. "

Trip, what a great way to get the younger generation interested in classic British cars, and besides, your 1960 MGA 1600, in bright red, makes the perfect sleigh.

photo courtesy of Trip Palmer

Spannering

Advice on Repairs, Parts, and Services

Help with Wire Wheel Balancing

I have a 42mm cup ADAPTOR to fit 40mm spindle dynamic balancing machines, Most tire shops use the 40mm spindle balancing machine. I had all four wire wheels on my bugeye balanced with this adaptor and it works fine. I will gladly loan it to anyone, All I ask is a quick return after use.

Lyman Dykes

251-990-8296

lymandykes@gmail.com

Help with SU and Zenith-Stromberg Carburetors

From working on so many British cars, I have accumulated many small carburetor parts, linkages, and controls, and I have the tools necessary to clean the parts like new. I have assembled two old SU AUC



4060 carburetors, common with old Jaguars, Triumphs, and big Healeys, to test demand on eBay, and they sold immediately. If you are in need of missing parts, or need some bead blasted, repaired, just pull my chain.

Pierre Fontana

jpf1931@live.com



Not an Approved Repair

[*Ben Cummings sent Ed. this photo and write-up.*]

Today I was removing the exhaust manifold from a 1275 engine. When loosening the bolts the cast-iron manifold broke at one of the bolt holes. A few colorful expletives could be heard from my garage. When



I got the manifold off I noticed that I had not broken it but that it was broken by a previous owner, a DPO (dumb previous owner). The DPO had patched the manifold with JB Weld. When I turned the nut and bolt the JB Weld snapped off. I am not interested in repeating previous owner's attempt to patch, so I am in the market for a replacement manifold.

[*Ben has since informed Ed. that Don Pritchett had a spare manifold on hand. Club members helping club member is a longstanding tradition in SABCC, as are "colorful expletives" when we encounter repair efforts by "DPOs."*]

Over the winter months, many of us will be addressing repair issues in preparation for the spring shows. If you have a helpful information or a humorous story to share, please send it to Ed. at SparkSpanner@gmail.com.

The Best of

Pierre's Wisdom

Pierre Fontana

Faraday's Law is What Lights Your Fire

Michael Faraday and Heinrich Lenz way back in 1831 discovered the law of induction, which means a magnet moved by a coil with a metal core will produced an electric current. My hero, Nicola Tesla, received the first auto ignition coil patent in 1891, the modern low tension coil was patented by Atwater Kent in 1921, and to best them all, Bosch received his magneto patent in 1902.

Before coils, the French used "hot tube" ignition. A blow torch heated a copper tube protruding in cylinder, to red-hot. I can't think of that blow torch next to a carburetor, exciting days.

Now your old point-type MG distributor is nothing but a "grounding" switch. The coil is hot as you turn on the ignition, and the cam in distributor closes and opens the points. As they open, the voltage in the coil collapses, and all that voltage gets directed to correct plug at the correct time. That is the important part for mileage and power, and engine temperature. For the distributor to "ground" in milliseconds as the points open and close, the ground should be perfect, with the block and steel plate clean, with no paint and only very light oil. The interior plate in the distributor should also be very clean, with all screws buffed and lock washers in place. Then, you will have an easy starting car and performance from that expensive fuel.

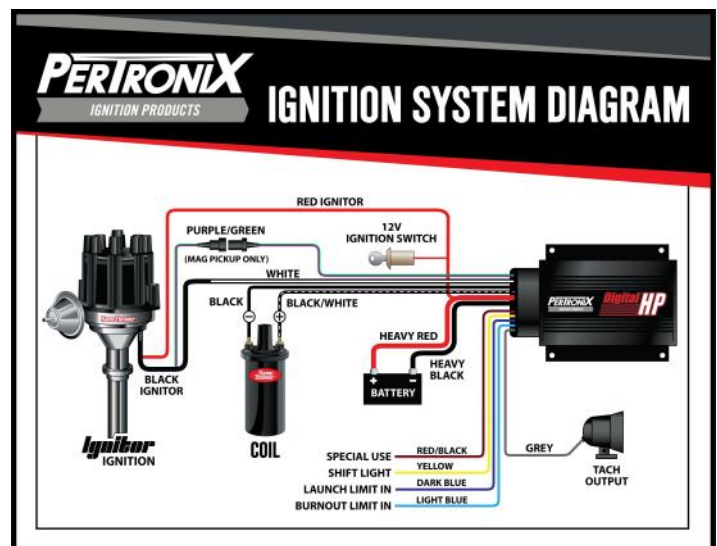
Now for the magic, a timing light is for the birds, as gas is different, and compression is a question mark (usually low because of emission systems used at the time, missing air pumps, etc.) If you are "gifted," the exhaust note and temperature will give you a good starting point. It should be cool, not hot, and follow the old adage to leave the distributor loose enough to turn it by hand. Driving slowly in top gear, accelerate briskly from 15 mph. If the engine is not



Photo courtesy **Pierre Fontana**

pinging, advance it, and try again until it is pinging, and now retard it a little. If you hear no pinging, lock it place. This is the best for your engine in the shape it is in, and now you can adjust your carburetor(s).

Now remember, British cars do not run well lean, due to many factors. A big one is worn valves and guides, provoking vacuum leaks.



Pertronix, sold by Moss and many others, has been the best point replacement system, way above the rest. I use it in all major tune ups, as it does not matter if the distributor is worn out since it has no points to bounce. With a hot sport Lucas coil you will get 40,000 volts at the plugs instead of regular 10,000 volts with points. This means no more easy flooding. Open "hot" plugs to a 0.045 big fat spark to light your fire, but don't touch the wrong end!

This column first ran in June 2011-Ed.]

Spare Parts



“Golden Healey” One of a Kind

submitted by Terry Trovato

How many times at a British Car show we have heard an aging purist glare at what he or she considered an “overdone” restoration of a particular marque and sniff “...that’s not how it came from the factory.”

Well if there was ever a vehicle on earth which truly would have elicited this type of comment, it would have been the famous 24-karat gold-adorned 1958 Austin-Healey 100-6 thrust onto the floor of the main entrance of London’s 1958 Earls Court exhibition.



A bit of background—purpose-built to create excitement on the Austin-Healey stand, this amazing Austin-Healey 100-6, dubbed “The Golden Child,” upstaged Britain’s “Big Five” automakers as the unqualified hit of the event. Today, it remains one of the most famous examples of one of the most

“overdone” and definitive British sports cars of the 1950s.

Ken Gregory, Donald Healey’s public relations manager, sold his employer on the value of creating a radically outfitted 100-6 to dominate the floor traffic at Earls Court to draw attention to the marque. At first Healey was leery because of the projected costs. Undeterred, Gregory persisted and finally obtained his boss’s approval, provided a buyer would commit to purchase the car at a fixed price.

Following a meeting at a Fleet Street pub between Gregory and Daily Express motoring correspondent Basil Cardew, most likely over a few pints, Cardew agreed to convey the proposal to the newspaper’s editor, Tom Blackburn, with the result being the newspaper agreed to purchase the car at a cost of 4,000 pounds (\$51,058.90 today) from Austin-Healey and award it as the grand prize in a contest.

With precious little time, a regular-production 100-6 roadster was plucked from the assembly line and prepared in secret after regular working hours. A special ivory paint finish was applied, and all bright work was plated in 24-karat gold, right down to the tiniest trimming washers and screws. “The wire wheels, disc brakes, bumpers, and instruments were given the same treatment,” Gregory later recalled in his autobiography.

The cockpit was similarly flamboyant, with the seats, dashboard, inner doors, and side panels all trimmed in reversed Champagne Connolly kid leather. Genuine ivory replaced the normal plastic interior parts and control knobs, and the factory steering wheel was replaced by one beautifully fashioned from intricately joined sections of ivory. Luxurious Champagne Diadem Mink by London furrier Lorna Doon Snow graced the inserts and back squabs of the bucket

[continued next page]

seats, and the windscreen washer container was filled with Champagne. Appropriately rounding out



the incredible package, the Austin-Healey even included a gold-plated ignition key and key ring, complete with a solid-gold scale replica of the car itself.

Not just flamboyantly liveried and tailored, the car was fitted with Dunlop four-wheel disc brakes, making this the only non-competition Austin-Healey up to that time so-equipped.

As a successful racer, team owner, and former personal manager of none other than famed English racing driver Stirling Moss, PR man Gregory clearly understood that something very special was required at Earls Court to continue captivating Britain's motor journalists and enthusiasts, despite Healey's limited marketing resources.

Once unveiled, the special Healey achieved its objective and took Earls Court by storm. A steady stream of press reports and excitement around the Daily Express' "Super Austin-Healey" contest, in addition to hordes of onlookers, provided a massive public relations coup for Donald Healey that normal advertising techniques never could.

In breathtaking terms, here's how the Daily Express described the vehicle: "[This is] the world's most flirtatious car... The Daily Express has bought it . . . You can win it. She's elegant . . . she wears mink . . . and she adores champagne. No, not the girl . . . the car! "The real stuff . . . The most sumptuous . . . A vintage squirt . . . The biggest sensation of the [Motor Show at Earl's Court] . . . Yes, you could call it the car that

was born with a golden spoon in its mouth!" "In the whole of the land there isn't anything to match it."

The Daily Express contest winner sold the car almost immediately. Records on file in an extensive scrapbook confirm the very special 100-6 was first road-registered on February 25, 1959.

Accounts of the car's early owners vary depending upon the source, but documented ownership history picks up again from 1969, with the car passing through a number of owners until 1983, when the car was finally rescued and purchased, sight unseen, after lengthy discussions and with the help of a friend, by the highly respected Austin-Healey marque experts Bruce and Inan Phillips of Healey Surgeons.

Soon after receiving the car, the Phillips were enthusiastically encouraged to restore it for the annual Austin-Healey Club show in Charlotte, North Carolina. Accordingly, the Phillips commenced a show-quality restoration of the car to its original glory, with the task completed in 1986.

In addition to extensive metalwork, the restoration included complete and accurate reproduction of the lavish kid leather and mink interior by Ontario's Martin J. MacGregor Coach trimming. The bumpers and larger pieces of bright work, including the windscreen frame, were sent to England for re-plating, and the wire wheels were custom-made for the car by Dayton. The interior's ivory pieces remained original, including the irreplaceable steering wheel. For driving ease, a correct overdrive unit was installed during the restoration, with the associated electronics neatly tucked underneath the dash.

During the restoration, an interesting detail emerged. Inan Phillips discovered some chassis work was evidently performed when the car was prepared for Earls Court for primarily cosmetic reasons. The unintended but welcome consequence was a noticeably stiffer chassis, resulting in the car's uncanny smoothness and solidity noted during an early post-restoration test drive.

[continued next page]

Golden Healey, continued

Unlike most restored cars, the ornate 100-6 was driven to numerous shows by the Phillips family. During one memorable test drive, the car was opened up and clocked at 120 MPH, with plenty more in reserve. As Inan Philips stated, the 100-6 was “one fantastic running and driving car . . . the smoothest driving Healey we’ve ever owned.”

During the Phillips tenure, several articles were published, including a number by Inan Phillips for the Austin-Healey Club newsletter and an article by John Matras for Autoweek. Healey enthusiasts were captivated by the resurrection of the car, which by this time Mrs. Phillips had nicknamed “Goldie.”

Fittingly, Donald Healey eventually saw the car following the restoration. Next, the famous 100-6 was displayed at numerous annual Austin-Healey gatherings in the U.S. and Canada. Years later, on December 6, 2017, “Goldie” was sold at auction by Sotheby’s for \$179,200.

In his lifetime Donald Healey created many remarkable automobiles, but none as instantly recognizable as The Golden Child. [*And all this time, Ed. thought he was the “Golden Child.” Oh well. Many thanks to Terry for being a regular contributor to Spark & Spanner. May his tribe increase-Ed.*]

Spotted in the Wild



Ed.’s brother Brian spotted this “big” Healey at his usual lunch spot in Charlotte, NC, and sent *Ed.* a couple of pictures. *Ed.*, who is no Austin-Healey expert, believes this to be a 3000, although he certainly does not know if it’s a BN7, a BJ7, or a BR549. Brian pronounced the condition of the car to be “mint,” and it’s certainly quite attractive in black with red covers over red leather.

Auction Roundup

1974 Triumph TR6



Sold for \$50,000 on Bring a Trailer

*Finished to a high standard in sapphire blue over tan, this TR6 has a special connection to SABCC. The late **Richard Cunningham** bought when it was a rough, but running Mimosa Yellow over brown car, and began a frame-off restoration. At the time of his passing, the mechanical, frame, and body work were complete, but it needed paint and reassembly. A client for whom **Richard** was restoring an E-Type bought it from his estate, finished the work, and achieved this very strong auction result.*

2008 Jaguar XKR



Sold for \$32,025 on Hemmings

Why did Ed. pick this Indigo Blue over Caramel leather XKR, with a supercharged 4.2 litre V8 and 37,000 miles showing, for Auction Roundup? Very simple—Ed. is really hoping it will appear in his driveway Christmas morning with a red bow on top.

1974 MG Midget



Not Sold for \$8,800 on Bring A Trailer

Things are not always as they appear, and that’s the case with this “Bugeye Sprite,” which is actually a ‘74 Midget in drag. A ‘74 Midget is not a bad car, but a close look at some of the photos seems to justify calling this one “lipstick on a pig.” The seller might have done well to take the final bid.

Classified Ads

1980 Triumph Spitfire

Pageant Blue. Runs and drives, but needs restoration work. New mechanical fuel pump, new rear brake parts except drums, new seat belts and hardware, new gas cap seal and gas filters, new windshield wipers, new hood prop rods. Needs convertible top, some small rust area repair around the trunk lid corner and bottom, interior work. Rubber bumpers are in bad shape, so started conversion to chrome: rear complete, front not done. Previous owners used older seats w/o headrest and a unique stripe on the hood with the "Triumph" laurel wreath logo. Located in western Pensacola. Price: \$3,500



Mike Japp, webmaster@pbca1.com

MGAs for Sale

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

David Kennedy, 251-802-1700

2012 Aston Martin Virage Volante

16,000 miles, V-12, immaculate, white with blue leather, B&O sound, ceramic brakes, rear camera, ceramic sealer, paddle shifters. Rare; only built in 2012, only 100 in US. \$75,000 (MSRP \$250k)



Burt Sonenstein, burt.sonenstein@gmail.com

1000 DISCARDED men's suits. I pay \$6 to \$15; \$3 to \$6 for men's shoes. 322 W. 5th. 7-2-tf
NEED A GOOD COW and will pay the right price for one. Phone MAIN 5822. 10-31-1t
HOUNDS, one each for fox, coon and deer. P.O. # 22. DEXINGTON, N.Y. 9-26-5111-7f

1960 Triumph TR3

Too many new projects. This one needs to go. Frame clean and straight, painted a few years ago. No rust. Tires, brakes, and wheel bearings new. Engine turns free but has not been run in many years. Gearbox shifts easily. Body is off the car—floor pans and door sills are rough, but the rest of the sheet metal is pretty straight. Lots of new parts included; carbs were rebuilt by **Mike Darby** a few years back. Also have a spare TR3 engine and two TR3 gearboxes that I will include or sell separate. Can be seen in Daphne. I'm asking \$2,500 for the lot. Let's talk.



Laramie Dixey, 251-472-6446, planetdixey@gmail.com



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SPECIAL GUEST SPEAKER

During the summer of 1992, hundreds of MGs converged on scenic Peterborough, in the Kawartha Lakes region of Ontario, for the inaugural convention of the North American MGB Register. Thirty years later, we are going back to where it all began. Come join us June 19th to 23rd to honour our history and celebrate the future. We will have a slew of activities for enthusiasts of all ages including a car show, tech sessions, lift lock tours, funkhana, local rally, self-directed drives, a parking lot party and an awards banquet with a very special guest speaker. We look forward to seeing you in Peterborough at THE MG event of 2022!

JUNE 19 - 23, 2022



Weak and Rusty

Michael King, Editor, *Spark & Spanner*

Yes, Virginia, There Are Brakes

In November's "Weak and Rusty," I shared tales of woe with the brakes on my 2001 Jaguar XJR. Now let's be clear, the engineers at Jaguar (or Ford?) did a fine job designing the brake system. The woes I experienced were mine to claim, due to a comedy of errors with obtaining the right parts and tools.

At publication time for the November issue, I had all the parts, tools and supplies I needed, and since I was off work the week of Thanksgiving, I decided to "git 'er done." I arrived at the Garagemahal shortly after lunch on the day of the last club meeting, and other than a few minor issues with recalcitrant bolts, had the new pads and rotors installed with enough time to spare to make myself presentable before heading to Don Carlos. If anyone noticed the grease and grime on my jeans, they were kind enough to not comment. I appreciate that.

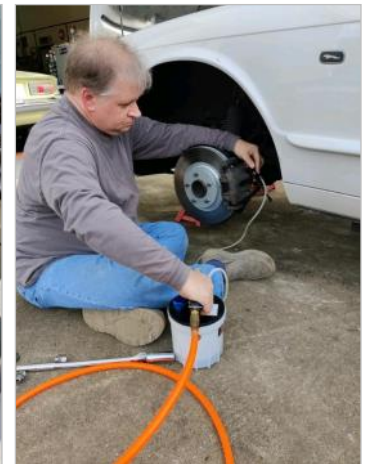
After Thanksgiving, I returned to the Garagemahal to finish the job; i.e., flushing and bleeding the hydraulic system. I was eager to try my new pneumatic brake bleeder, and I can report that it did not disappoint. Getting the car on and off jack stands (rear axle first, then front) and removing and reinstalling the wheels / tires was far more time consuming than actually changing out the fluid.

Noel Eagleson snapped a few photos of me at work, and was duly impressed with the system. The steps were as follows:

- 1) Connect the pneumatic bleeder to a compressed air supply, evacuate the master cylinder, and fill it with fresh fluid.
- 2) Fill the refill bottle with fresh fluid, attach it to the master cylinder, and open the valve.
- 3) Loosen the lug nuts, raise the rear of the car, place it securely on jack stands, and remove the



Refill bottle



Bleeding the last brake

rear tires.

- 4) Attach the end of the bleeder hose to the bleeder valve of the right rear brake, open said valve, and press the handle until clear fluid comes out. The refill bottle will maintain the desired level in the master cylinder reservoir. Repeat for left side.
- 5) Reattach rear wheels / tires, lower car, and repeat for the front brakes.

That's it! The braking system is now flushed, bled, and refilled. I can report that the car stops smoothly, with a firm pedal, and no squeaks or shudders.

By the way, I said last month that **Tom Renick** noted that since the 305mm and 325mm rotors offered on this model use the same pads, the swept area is the same. Our technical adviser, **Pierre Fontana**, emailed to say that while that is correct, the larger rotor gives more leverage, same as a longer wrench. **Pierre** turns 90 this month, but he's not lost a step!

31st Annual British Car Festival Celebrating the MGA



October 23, 2021 • Fairhope, Alabama

Thank you Sponsors!



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Caroline
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Jeanne Schmitz*



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The Mardi Gras MGs
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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.



Noel Eagleson is the keeper of the box of badges and brings them to club meetings, so look him up. Or, you can send an email 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

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. *Ed.* really will publish the directory in an upcoming issue.

And now, for something completely different . . .



***Please tell me this is a wrap . . .** Yet another example of MINI abuse (remember the hybrid MINI Cooper / Ford roadster a couple of months ago?), this 2009 Clubman Cooper S on Facebook Marketplace is available in Picayune, MS for the reasonable asking price of \$9,000. It's showing just 77,000 miles and has a clean interior, a new clutch, and a replacement infotainment system, so the car would be fun to drive . . . as long as you unwrap it first. If the rather unique finish (which the seller describes as "green") is **paint**, this might not be the car for you.*

Spark & Spanner

South Alabama British Car Club

PO Box 18036

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