

# Spark & Spanner

The Official  
Publication of the  
South Alabama  
British Car Club

March 2022





# From the President

Tom Renick

## Spring has Sprung!

With a little luck, that brief below-freezing cold snap last Saturday was the last of winter and the soon-to-arrive first day of spring will bring many sunny and mild days for wrenching on and driving our hibernating little British cars. As a matter of fact, about two dozen of them awoke early and gathered at the campus of Coastal Alabama Community College in Fairhope on Saturday before this issue of the Spark and Spanner [see story and photos, p. 5-Ed.]. The occasion was that our neighboring British car club, Mardi Gras MG's, sponsors an informal gathering each year coinciding with the Fairhope Arts and Crafts Festival. MGMTG invites any member of the local British car community, and at least three British clubs were represented. This is a fine opportunity for members to commiserate with like-minded mates who seldom cross each others' paths. This week's event was held in bright, sunny weather, although a bit cool because of a persistent morning breeze left over from Friday. The decorations provided and erected by the MGMTG's attracted considerable attention from festival-goers and quite a few came through admiring the cars and asking questions. A couple even expressed an interest in joining our group. All in all, a great show by the MGMTG's with **Dick Bishop** erecting most of the flag poles. For sure, an event eagerly looked forward to each year.

Now that we're in the party mood, we need to get ready to go to the British Motoring Club of New Orleans (BMCNO) car festival, on Saturday, March 26—coming right up. Several of their members come to our show each year, so some of us should really try



Photo by Noel Eagleson

to go to theirs. They have been off a couple of years because of COVID, and plan a big come back in 2022. We need to go and bring back the gold.

So now go fill up because following closely is the Panhandle British Car Association's festival in Pensacola on April 23rd. This is plenty nearby for a bunch of us to enter our cars. Try not to miss these shows because there is not another local event until October with ours. Get a registration form and send it on in.

Another opportunity to add a pint of oil and drive is to our annual picnic at Oscar Johnson Memorial Park just east of Silverhill. We held it last year in the midst of the COVID brouhaha but being all outdoors, our attendance was about normal. Be ready to volunteer vittles or services. A little from everyone gets it done.

We can be thankful that COVID has dropped from prominence, at least temporarily, and hope that it disappears forever real soon. Some of us still have to watch it closer than others, but one day, I believe, we'll all be back together ridin' in style together.

*Tom Renick is the president of South Alabama British Car Club. He claims this is his 51st column. Ed. apologies for not having a commemorative medal struck last month for his Golden Jubilee.*

**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.

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Membership in SABCC is open to anyone with an interest in classic or modern British cars.

## Activities Calendar

**March 22, 2022**

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

**March 26, 2022**

**New Orleans British Car Show**, [details here](#).

The SABCC convoy will depart from the McDonald's at Interstate 10 and Theodore-Dawes Rd. (Exit 13) at 8:15 a.m.

**April 9, 2022**

**Camellia Classic Car Show**, sponsored by the Mobile Bay Mustang Club, 8:00 a.m.—3:00 p.m., Camp Grace, 12801 Wanda Drive, Mobile. They have two import classes and several specialty awards.

**April 23, 2022**

**Pensacola Brits on the Bay**, [details here](#).

**May 14, 2022**

**SABCC Annual Club Picnic**, Oscar Johnson Park, Silverhill, Ala.

## April 2022

Sun Mo Tue We Thu Fri Sat

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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
		Club Mtg.				Pensa- cola

British Car Festival is Supported by



Jaguar/Land Rover of the Gulf Coast

# Sparks

## Club and Member News



### SABCC Members Learn How to Cheat Succeed at Valve Cover Racing

The Panhandle British Car Association (PBCA), also known as “the Pensacola club,” held a helpful seminar at Bob Manske’s capacious Milton garage for those who’ve never built a valve cover racer (or need a refresher on the official rules). PBCA will reintroduce this grand sport at their “Brits by the Bay” event on April 23. SABCC president **Tom Renick**, past president **Noel Eagleson**, and yr. ob’t servant, **Ed.** attended this informative program, taught by PBCA member Keith Sanders. Keith distributed a two-page list of rules, which include maximums for length, width, wheel diameter, and weight. Racers will be checked and violations will result in disqualification and public shaming, so govern yourselves accordingly.

After the seminar, several members helped with minor repairs on a 1975 MGB belonging to PBCA member Cathy Saxton, whose husband Terry passed in January following a difficult battle with ALS—a fine reminder of what this hobby is all about—that, and beating PBCA at its own game in April [OK, *that last part came from Tom-Ed.*]



Keith Sanders explains all the details about valve cover racers.

photo by **Noel Eagleson**

### John Twist Not Only Knows Everything About MGs—He’s a Really Nice Guy

University Motors, Ltd. proprietor **John Twist** for some reason decided to abandon his Michigan home in February for Fort Morgan, so SABCC member **Ben Cummings** seized the opportunity to invite him to the club’s February meeting. While Mardi Gras activities may have put a damper on turnout, **John** did not lack for questions from those present, both during and after the meeting. In his usual gracious manner, he answered every inquiry with a mix of good humor and expertise.

**John** believes MGs are meant to be driven and enjoyed. **Ed.** appreciated his common-sense advice on getting more horsepower out of your engine (hint: it involves your right foot).

To see more of **John’s** expert advice, visit his [web-site](#). He also has bi-monthly Zoom tech sessions, and you can sign up on the site to be notified of those.



**John Twist** (center) took a break from answering MG questions to pose with SABCC president **Tom Renick** (left) and **Ben Cummings**. **Ben** invited **John** to the February SABCC meeting.

photo by **Noel Eagleson**



## Fairhope Arts and Crafts Festival British Car Display

*photos by Robb Ogletree*

Although the previous day saw storms, and even some severe weather, the morning of Saturday, March 19 dawned sunny and clear, if a bit chilly. That did not, however, dissuade members of SABCC and the Panhandle British Car Association from joining host club Mardi Gras MGs at the Fairhope Arts and Crafts Festival. Participants arrived throughout the morning, and all told, 24 British cars, one Triumph motorcycle, and one interloper (the 1959 Volkswagen Beetle owned by club members **Caroline and George Brown**) took the field.

Interest remained high throughout the event, with many festival attendees making the one-block detour from the vendor booths to see the colorful array of British motors. We've included a few pictures to tell the story. Sincere appreciation is due **Dick Bishop** and his team for another great day!



*MGAs*



*Morgan Three-Wheeler and Lotus Elan*



*MGB, E-Type, XK129, TR3*



*MGMC HQ*



*Jaguars, Triumphs, and a Tiger*



*Morris Special*



# Spannering

## Advice on Repairs, Parts, and Services

### A Legendary Parts House

story and photos by Ben Cummings

Recently I was in Birmingham and took the opportunity to seek out Matthews Foreign Car Parts. I have ordered parts from Mr. Matthews and always like to put a face to a name. His shop was just as I imagined, lots of parts organized in a manner that only Mr. Matthews understands. But he knows what he has, and he knows where it is. While I was there, I had to buy something. So, I bought a fuel pump and seats for my nephew's Midget. The ride home was a little cramped with my luggage, my wife's luggage and two car seats packed in the car. [Ed. notes that **Ben** did not mention **Laura**, just her luggage, but the fact that Ed. spoke with him yesterday indicates that she probably was not displaced by the Midget seats-Ed.]



Note the Jaguar XJ8 at bottom left.



Above and below, some of the parts available at Matthews.



**Ben** and Mr. Matthews. For those not familiar with this business, it has been in Birmingham for many years and has a well-earned reputation for honesty and friendliness. They are best-known for used parts but offer new and rebuilt parts as well. Don't try to find their website to search for parts and place an order—they still do business by phone (205-251-5800) or you can visit the warehouse, as Ben did, at 1221 2nd Ave N, Birmingham, 35203.

The Best of

## Pierre's Wisdom

Pierre Fontana

**Coincidences, or Trouble Ahead**

It took me several weeks to locate a brake master cylinder repair kit for an early Sunbeam Alpine. One of our sponsors in Birmingham, Matthews, got lucky and found a new one [see *article on preceding page-Ed.*]. It came in a clear plastic pouch, with no manufacturer's name, but I was glad to get it. I just finished a major overhaul on the Alpine's engine, and the owner was anxious to drive.

One major problem, the rubber seals were a little too fat, and the piston was "sticking" in the bore. I had to turn the steel piston smaller. I honed and honed, with carbide balls, polished it, and it worked beautifully. I spent three times what the book calls for in time. The Sunbeam is back across the bay.

The next master was a combination, clutch and brakes, for an MGA. This kit is a common one, and I got it from Moss. Again, it came in a clear plastic pouch labeled "made in UK," but no name. The new kits are incomplete—they only contain seals and spacers, so you will have to make your own gaskets. This one had the same problem; the rubber was too fat, and it was sticking really bad in the bore. The solution was the same, on the brake side. The clutch side was a perfect fit. Always remember on MGAs both holes look alike, but the brake side has a rubber "buffer" and a one-way valve, and I always "extend" the spring to restore better tension.

The third problem was weird. An MG Midget clutch slave replacement is a piece of cake, but the line the to master is best fed from bottom, as it has a 90° angle on each end. You have to hold your mouth just right to get it through. The only difference was it was longer than the original, making a vertical loop before it went down to the slave. Since the line is clear plastic, I could see brake fluid making its way to the slave while bleeding. My problem was a large



*All photos courtesy Pierre Fontana*

bubble just went back and forth but never left the top of that line. I sucked from below and blew from above, but it always came back and gave me a weak pedal. I had to call on old Archimedes for help. I was ready to turn the car up-side down. Again, the book repair time was shot to hell . . .

I have rebuilt horrible calipers and master cylinders,, that were rusty and pitted. I have a bead blaster cabinet, and I used to rebuild superchargers. They have to be super clean before assembly because of the very close tolerance between impeller blades. I use this cabinet to clean carburetors, brake parts, etc. It works like a sand blaster, but gently in a slight vacuum cabinet. It has a window to see your work and two giant built-in gloves you slide your arms in. My 5hp 220v compressor has to run hard to keep up. I used a three-phase 10hp compressor when I was doing superchargers and pumps for big diesel engines.

The moral of the story is that the old Girling and Lockheed kits are gone forever, unless you find them on eBay, or old stock. I have several hundred old kits from the time I had my shop. They are for cars 20 or 30 years old, made from the old rubber that likes Castrol brake fluid. This new stuff handles new fluid, The old kits are getting obsolete like me, so look for a surprise in your next order.

*Pierre Fontana is an SABCC technical advisor. This article first ran in February 2012.*



# Spare Parts



## Cars of the BMC

[Note from Ed.: This is the second in a series of write-ups of some of the more obscure offerings of the British Motor Corporation discovered by member **Terry Trovato**.]



As most of you know, the British Motor Corporation Limited (BMC) was a UK-based vehicle manufacturer formed in early 1952 to give effect to an agreed merger of the Morris and Austin automobile businesses. BMC subsequently acquired the shares of Morris Motors and the Austin Motor Company. At that time, Morris Motors, the holding company of the productive businesses of the Nuffield Organization, owned MG, Riley, and Wolseley. The agreed exchange of shares in Morris and Austin for shares in the new holding company, BMC, became effective in mid-April 1952.

In September 1966, BMC merged with Jaguar Cars and in December 1966, the company changed its name to British Motor Holdings Limited. The new company merged in May 1968 with Leyland Motor Corporation Limited, which made trucks and buses and owned Standard-Triumph International Limited.

was sold by the Austin Motor Company in several generations from September 1954 through to 1969 as cars and to 1971 as light commercial vehicles. It replaced the A40 Somerset but was entirely new with modern unibody construction. The range had two basic body styles with the A40, A50 and early A55s using a traditional rounded shape and later A55 Mark IIs and A60s using Farina styling. Note that the A40 number was re-used on a smaller car from 1958 to 1967, and that the Cambridge name had previously been used to designate one of the available body styles on the pre-war 10 hp range.



*Austin 1800*



*Austin Cambridge*

**Austin Cambridge**—The Austin Cambridge was a motor car offered as both a sedan and wagon and

**Austin 1800**—BMC ADO17 was the model code used by the British Motor Corporation for a range of cars produced from September 1964 to 1975 and sold initially under its Austin marque as the Austin 1800. The car was also sold as the Morris 1800 and Wolseley 18/85, and later as the Austin 2200, Morris 2200 and Wolseley Six. In Denmark, it was sold as the Morris Monaco. Colloquially known as the "Landcrab", the 1800 was voted Europe's Car of the Year for 1965 – the second year of the award, and a second successive contest win for the UK, the Rover P6 having won the award a year earlier.

*(continued next page)*



## Cars of the BMC, continued



Austin A30

**Austin A30** —The Austin A30 was a compact economy car launched at the 1951 Earls Court Motor Show in London by the Austin Motor Company and produced by the newly formed British Motor Corporation from May 1952 to September 1956. Introduced as the "New Austin Seven", it was Austin's answer to the Morris Minor. At launch the car cost £507, undercutting the Minor by £62.



Austin Kimberley

**Austin Kimberley**—The Australian Austin Kimberley and Austin Tasman "X6" models of 1970 were a range of Leyland Australian designed front-wheel-drive sedans based on the Austin 1800 platform. At the time of the X6 being launched onto the Australian market it was quite an advanced design in comparison to the other competitors from Ford, Holden and Chrysler, whose rear-wheel-drive, conventionally sprung underpinnings dominated the market at the time.

## Auction Roundup—GT Cars

### 1967 MGB GT



**Sold** for \$16,538 on Hemmings

*This older restoration, finished in BRG over black vinyl, had some minor issues but generally presented well, and was in good mechanical condition.*

### 1960 Lotus Elite Series I



**Sold** for \$95,000 on Bring a Trailer

*Fully restored to a high standard in its original shade of Poppy Red over tan, this lightweight Lotus brought a heavyweight price..*

### 2007 Jaguar XKR



**Sold** for \$20,100 on Bring A Trailer

*With just 50,000 miles and no real issues, this Ebony Black over Warm Charcoal coupe, boasting 420 hp from a supercharged V8, was a bit of a bargain.*

### 350-Powered Prova Designs Countach Replica



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

*Built in Lancashire, this mix of Italian design, Chevrolet power, and British construction may not be your cup of tea, but the guy who sold it for 60 large doesn't care what you think.*



# Gotcha!

## How Members Acquired Their Cars

### Buying a Morris in London—in Foley

**Peter Crowl**

One thing leads to another doesn't it?

After moving to Foley from Denver, an epic task for someone who had so much stuff to deal with and a wife who has her own issues in that regard, I promised myself No More! But after settling in I started getting those familiar feelings. Wanderlust . . . a roving eye . . . memories of past pleasures came flooding in [*Careful, Peter, this is a family publication-Ed.*]. It began innocently enough, just spending a little time online here and there. Wouldn't it be nice to find a fun car to use for trips to the beach? Something quirky? Yeah, I'll just take a look at what's around. Check out a few sites, Facebook groups . . . no harm in that is there? Well actually there is especially for someone who has an affinity for odd cars, poor impulse control and a friend in Bournemouth who's active in Morris Minor.

At first I fell back to old ways and brought in a Reliant Rialto out of nostalgia for the days in the late nineties when I had a few including one that's now in the Lane Museum. Had a lot of fun with them but time has passed. I'd lost track of how small they are and how much larger I'd become. It's now in the capable hands of SABCC's own **Peter Lee** so you'll see it around.

Then on a typical morning last July, coffee, noodling around the net, shredded wheat, visiting the British Groups a post popped up from a fellow who had a 1968 Traveller. It was an old post made a year earlier in July of 2020. Fresh replies had brought it to the surface.

It began like so many others *"I didn't join this group to sell this car . . ."* Which of course means that's precisely what he's doing. With it were 30



plus photos of a Trafalgar Blue Traveller parked at the curb (kerb?) in South London. *"It came to me when my dad died, I've never had a garage, it's got 45,620 miles on the clock and cost £10,000 from Charles Ware in 2009. I'd really appreciate some honest opinions on what it is worth."*

The *Never had a Garage* part was obvious by the condition of the wood. One rear door was quite sketchy. The rest was dodgy but solid in the same sense that the fence out back might make it another year. The interior was clean and of course there were no photos of the driver's position as is the tradition when selling a car online. This was the Deluxe Model. For Morris that means Stainless Steel window frames, not one but two glove box doors and a heater. Comments flooded in suggesting a range from £3000 to £5000.



*A Morris Minor Traveller in Trafalgar Blue.*

It was one of those things from which you move on. Charles Ware provenance, dad paying £10,000 . . . the price was bound to be emotionally-set rather than reality-based but, in the same way you stay through the commercials to see if the farmer is going to take Frank's customary low-ball offer on Pickers, I kept reading. [story continues next page]



## Morris Minor, continued

A few months passed before the next update:  
*"Therefore, given how COVID has affected me financially, and following advice on here (subject, of course, to inspection and so forth), I'm selling the car for £3000 to hopefully an enthusiast who has the time and care to lick her into shape and enjoy her."* I've never heard the process described as "licking" but it was interesting to see the price he'd settled on. Of course this was followed by another round of sage advice from the commentariat with eBay being presented as the best course.

Now it was a year after he'd placed the initial post—July 21st 2021—that he updated it again:  
*"For those who might be interested, this car is now for sale. £850 ono. I've got no choice."*

£850. About \$1,200. Roll-on shipping runs about \$1,000 all in so around \$2,200. I'll send him a message. What's the harm? At that point my wife walked past and I showed her the photos. Now for many of you this is where the story would end but not for me. I'm blessed. My wife has always been supportive of my dalliances be they cars, scooters, old boats, vintage RV's whatever. "Nice!" she said. How much? \$1,200. "Wow!" she replied "Gonna buy it?" "Nah" I said. She nodded and went off to her daily pursuits knowing full well what was to come.

Messages turned to "What's App" (something about which I had no prior knowledge) conversations. Video of it running, that sort of thing. I knew where this was going. Besides, how many people here can say "I own a car that's parked at the curb in South London" ?

[Coming soon: Peter tells us about getting work done on the car in the UK, and getting it to Foley-Ed.]

**Peter is seeking a welder willing to work on British cars, as this Morris Minor and his other one both need welding work. Send suggestions to him at [finboats@gmail.com](mailto:finboats@gmail.com).**

## The Witches Ride

**story and photos by Bob Zabzdyr**

Beginning last year 2020, due to the COVID-19 situation, our neighborhood, Spanish Fort Estates in Spanish Fort, AL decided to start a Witches Ride event for the neighborhood children. This is a parade where the participants dress up and throw Halloween candy to the children along the route.

Our 1983 Carbodies FX4R taxi was so unique that it was decided the taxi should lead the parade. It was followed by over a dozen golf carts of varying sizes with approximately 25 Witches riding their bicycles all over the parade route. The event was much appreciated by the community. My wife **Bonnie** and I, as well as our grandsons and the taxi, helped to establish the Halloween Witches Ride as an annual event.

As with the previous year, our London Taxi once again led the way through the neighborhood. Our Taxi was suitably dressed up for the occasion. We had our youngest grandsons, aged four and three, ride along with us in the taxi and throw candy out the windows to children along the parade route.  
 [This story ran in the Jan/Feb issue of the London Vintage Taxi Association magazine-Ed.]





# Weak and Rusty

Michael King, Editor, *Spark & Spanner*

## Fuel Economy

Gas prices are up. That's hard to ignore, since gas retailers post their prices on giant signs in front of their businesses. Remember when those signs were updated manually? Some kid with a long stick would hang new numbers when prices changed. If technology had not given us electronic displays, those kids would be very busy right now.

This month's masthead picture is the engine in my 2001 Jaguar XJR. With 32 valves, dual overhead cams, modern engine and fuel management systems, and a supercharger, it does everything well. It's very smooth, ticks over like a sewing machine at 650 rpm, and pulls like a steam train.

I should say it does almost everything well. The price for all that performance is a nasty addiction to 93-octane unleaded gasoline. In combination driving, it averages about 17 mpg, and I've never seen more than about 22 mpg on the highway. My 2011 XFR, at five liters the big brother of its 2001 4-liter cousin, does slightly better. Even though it has 140 horsepower more than the XJR's 370, it will average around 20 mpg overall. Let's not, however, talk about the mighty 12 in my XJ-S, which struggles to get 16 mpg on the highway.

First-world problems, right? I'm complaining because I own *three Jaguars* and none gets good gas mileage. In fact, I have no real reason to complain, since working from home means that I only drove about 5,000 miles last year. Still, I cannot help but think about those who are less fortunate than I, whose household budgets have taken a major hit as the prices of gasoline and other commodities, have increased. And I cannot help but worry about those in Ukraine, since the invasion of their nation precipitated the latest jump in oil prices.

I do appreciate conveyances which are more efficient



than my Jaguars—and my MGB, which gets better mileage than its British cousins but can hardly be considered “efficient,” due to its lack of space and practicality. For 12 years, my wife drove turbo-diesel Volkswagens, and in 2015, when I knew I was going to be driving more, I bought a Jetta TDi for myself. I thoroughly enjoyed getting close to 50 (!) mpg, until VW was found to have a slight cheating problem on emissions tests. They bought the car back from me for what I'd paid for it, despite its having 35,000 miles on the clock.

Now, the future is electric. I'm not opposed to the concept, and if I had to commute to work every day, I would probably consider an electric car, as long as it offered doses of fun-to-drive and affordability. I would, however, face a bit of an issue at my home, as I'm near the limit of my electrical service, and might not be able to install a fast charging system. I also worry about long trips, being that I highly prefer driving all day to flying a few hours.

So, given my current situation, I will probably not do much more than wince a bit as I watch the signs change at the gas stations, and the digits roll up as I fill my own tanks. Some of the standard advice on improving economy—maintaining one's engine and tire pressures, for example—is OK, but I don't expect I will go the extra steps of slowing down, and accelerating and braking more gently.

Still, if anyone hears of a cheap MINI Cooper for sale, let me know . . . especially a clean Cooper S convertible with a 6-speed!



# 31st Annual British Car Festival

## Celebrating the MGA



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

**Thank you Sponsors!**



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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.



**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](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  
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- *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](mailto:SparkSpanner@gmail.com). Almost any text format is acceptable. Please include relevant photos.***

## Resource Directory

Our guide to automotive resources has been released! If you have any other parts suppliers, mechanics, upholstery shops, machinists, or any other business, service, or vendor which might be helpful to SABCC members, please send these to *Ed.* at [SparkSpanner@gmail.com](mailto:SparkSpanner@gmail.com).

Thanks!



And now, for something completely different . . .



*Frank Stabler sent Ed. this photo of what the stylish tourists are using to get around historic St. Augustine, Fla.*

## 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**.*