

Spark & Spanner

The Official
Publication of the
South Alabama
British Car Club

October 2022



From the President

Tom Renick

Jobs Well Done

WOW!! Did we have a car show or what? I can't imagine how the weather could have been more perfect and we're always grateful for that. There were a record number of registrations and cars on the field. Entrants came from as far away as New Hampshire, Tennessee, and the far northernmost boundary of our own State.

Our spotlighted marque, the TR6, showed up in droves and stood out in a long, handsome rank. The Land Rover group rambled in from the outback somewhere and demonstrated what is available in the off-road line. Glad to have them. Also, a growing addition to the show is British motorcycles, of which there were about five. A fine collection.

The food truck and snow cone trailer seemed to do a rollicking business and came in handy when we became peckish throughout the day.

Valve cover racing (British valve covers only, mind you) was our new event for this year. It appeared that some of our valve cover engineers realized that more attention to detail was needed if one wants to win at that game.

Additionally, we allowed four vendors on the grounds this year and they had some interesting wares to show us. Hope they made a killin'.

The club took a major step forward with a large, picturesque backdrop for the car photos. It should enhance those fond memories of this year's show. **Ben Cummings** did most of the contact work for the banner and the scaffolding necessary for it to hang on. Good job!

Friday night dinner was a monumental success as



Photo by Noel Eagleson

usual [thank you, **Donna Eagleson-Ed.**]. The food was sensational and varied and highly scrumptious and everyone got as much as they could handle.

The dessert tables (weren't there two?) were unbelievable. There was a little overage, but not a bite was wasted because the next morning it showed up on the club coffee table and was snacked out of existence before the sun got up good. The dinner prize drawings were a hit and everyone seemed to win just what they needed [thank you, **Andrea Bertagnoli-Ed.**].

All in all, everything went off without a hitch—that is if you could find a place to park your hitch Friday night. Not our fault: we will fix it next year.

When I think about all the committees and individuals who handled major and minor responsibilities behind the scenes in producing this successful British Car Festival, it's humbling to consider how little this office seemingly actually contributed. Everyone is to be congratulated on a job well done.

As always, if everyone participates we can git-er-done. Next year will be even better!

Tom Renick is the president of South Alabama British Car Club. While he may have borrowed his catch phrase, **Tom** actually bears no resemblance to Larry the Cable Guy.



On the cover: Charter member **Linda Ross's** 1968 Jaguar E-Type Series 1.5 Open Two-Seater, in Opalescent Silver Grey, shines at the BCF. The car was purchased new in Pensacola by Linda's late husband **Jack Ross**.

SABCC Club Officers

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

Activities Calendar

October 25, 2022

SABCC Monthly Meeting, Don Carlos Restaurant, Daphne, eat at 6:00, meet at 7:00, Dinner is whatever you buy for you.

November 12, 2022

Tri-Club Auto Jumble, Darby Classic Restorations, 13823 Roberts Rd, Loxley, AL, 36561, 9:00 a.m.—1:00 p.m. No charge to shop or sell.

November 22, 2022

SABCC Monthly Meeting, Don Carlos Restaurant, Daphne, eat at 6:00, meet at 7:00, It's Thanksgiving week, so you might want to order a taco salad.

December 11, 2022

Annual Club Christmas Luncheon, Rock Creek Golf Club, Daphne, 12:30 p.m. \$15 per person—reservations and payment due **November 24**. Bring an unwrapped toy for a needy kid.

November 2022

SUN	MO	TUE	WE	TH	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12 Auto Jumble
13	14	15	16	17	18	19
20	21	22 Club Mtg.	23	24	25	26
27	28	29	30			

British Car Festival is Supported by



Sparks

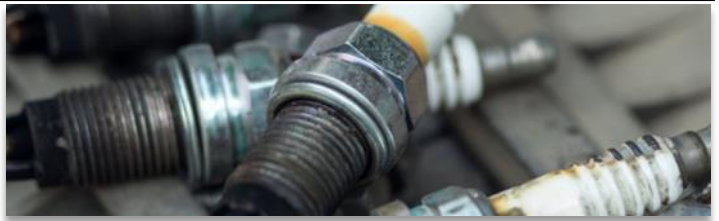
Club and Member News

32nd Annual British Car Festival

One hundred forty-one. That's how many cars, trucks, motorcycles, and one van, registered for the 32nd Annual British Car Festival (BCF), held on a bright, temperate day in Fairhope, Alabama.

Why make such a big deal of that number? Well, it's the most that have ever participated. Even more impressive, nineteen marques were represented by vehicles spanning a 93-year span, from 1930 to 2022. Caretakers from eight states were involved, including **Mason Blosser**, who drove his 1979 MG Midget all the way from Manchester, NH—some 1600 miles over four days [see story, p. 6-Ed.].

In order to include a full winner's list, and **Mason's** story, this issue of "Spark & Spanner" only has a



handful of BCF photos. Look for more in the November issue.



The registration team, left to right: **Rodney McDonald**, his grandsons **Will** and **Grady Chadwick**, and **Ed**. Since 112 of the 141 registrations were completed before the show, the team was still able to smile on Saturday morning.

photo by **Donna Eagleson**



Club secretary **Peter Lee** and his daughter, future BCF award winner **Mattie**, post with the trivia contest poster. **Cameron Leonard** won the contest with a score of 19 out of 26.

photo by **Donna Eagleson**



A Morgan three-wheeler arrives at pre-registration.

photo by **Donna Eagleson**

2022 BCF Winners

Richard B. Cunningham, Jr. Memorial Best in Show Award: **Jeff Herndon**, 1954 Jaguar XK120

Fairhope UMC Pastor's Pick: **Jeff Herndon**, 1954 Jaguar XK120

Longest Distance Traveled Award: **Mason Blosser**, 1600 miles in a 1979 MG Midget

Hard Luck Award: **Robb Ogletree**, 1962 MGA

Diamond(s) in the Rough Award: **Tom Renick**, 1959 and 1963 Sunbeam Alpines

When Pigs Fly Award: The day **Peter Lee's** 1993 Reliant Rialto Estate wins the Cunningham Award

Next Generation Award: **Jerry Hall**, 1976 Lotus Elan

Kids Choice Award: Mickey Slade, 1966 Land Rover Series Ila Truck

Valve Cover Races Awards

- Best Looking: Fred Veenschoten
- Best Engineered: Keith Sanders
- Valve Cover Overall Winner: Keith Sanders

Trivia Contest: Cameron Leonard

Class Awards

Austin Healey 100/3000

1st: Rick Huber, 1964 Austin-Healey 3000 Convertible
2nd: Richard Willows, 1958 Austin-Healey 100-6

Austin Healey Sprite and MG Midget

1st: **Mason Blosser**, 1979 MG Midget
2nd: David Maloney, 1967 Austin-Healey Sprite
3rd: Stephen Zuercher, 1975 MG Midget

Austin Healey "Bugeye" Sprite

1st: Dwyke Rushing, 1960 Austin-Healey Sprite

Jaguar Classic Sports

1st: Jeff Herndon, 1954 Jaguar XK120
2nd: **Bill Cashion**, 1951 Jaguar XK120

Jaguar XKE (E-Type)

1st: **Jeff Herndon**, 1970 Jaguar E-Type OTS
2nd: **Linda Ross**, 1968 Jaguar E-Type OTS
3rd: Kenny Torgeson, 1969 Jaguar E-Type 2+2

Jaguar Modern Sports

1st: **David and Danette Menaker**, 1992 Jaguar XJS Convertible
2nd: **David and Danette Menaker**, 2012 Jaguar XKR Coupe
3rd: Jeryl Willson, 1995 Jaguar XJS Convertible

Jaguar Classic Saloons

1st: John Hans, 1967 Jaguar Mark II
2nd: Thomas Pokrefke, 1967 Jaguar 420
3rd: Michael Shockley, 1985 Jaguar XJ6

Jaguar Modern Saloons & Shooting Brakes

1st: Richard Black, 1999 Jaguar Vanden Plas
2nd: Tommy Hartwell, 2012 Jaguar XJL
3rd: Michael King, 2001 Jaguar XJR

Pre-War MGs & MG T-series

1st: James Hester, 1930 MG M-Type
2nd: **Tom Schmitz**, 1955 MG TF 1500
3rd: Michael Manning, 1952 MG TD Mark II Convertible

MGA Roadster & Coupe

1st: **Brian Daly**, 1962 MG MGA Roadster
2nd: **Don MacDonald**, 1962 MG MGA
3rd: **Don MacDonald**, 1957 MG MGA

MGB and MGC Roadsters, 1962 – 1974

1st: Kelly Hayes, 1969 MG MGB Roadster
2nd: **Mario Gabriel, Jr.**, 1974 MG MGB Roadster
3rd (tie): **Dick Bishop**, 1966 MG MGB Roadster
3rd (tie): Mark Huber, 1966 MG MGB Roadster
3rd (tie): Clay Johnston, 1972 MG MGB Roadster

MGB and MGC Roadsters, 1974 ½ - 1980

1st: Keith Vezina, 1976 MG MGB Roadster
2nd: Hugh Coleman, 1978 MG MGB Roadster
3rd: Jennifer King, 1977 MG MGB Roadster

MGB and MGC GTs

1st: Stewart Reisinger, 1966 MG MGB GT
2nd: Gene Johnston, 1973 MG MGB GT

Classic Minis

1st: Randy Fleming, 1981 Mini 1000 Van

Modern MINIs

1st: Mike Grieco, 2014 MINI Cooper Roadster
2nd (tie): Jennifer Gomez, 2015 MINI Cooper S Roadster
2nd (tie): Traci Pritchett, 2015 MINI Cooper S
3rd (tie): **Sandra Bundy**, 2013 MINI Cooper
3rd (tie): Marc Warren/ **T. Schmitz**, 2011 MINI Cooper S Clubman

Classic Britannia Saloons and Shooting Brakes

1st: Cliff Hughes, 1957 MG Magnette
2nd: **Peter Lee**, 1993 Reliant Rialto Estate
3rd: John Hans, 1998 Rolls-Royce Silver Spur

Classic Britannia Sports

1st: Michael Baker, 1993 TVR Chimaera
2nd: Paul & Mollie Reese, 1974 Jensen Healey Mk I
3rd: **Rodney McDonald**, 1997 MG MGF

(continued next page)

BCF Class Awards, continued

Lotus

- 1st: **Jerry Hall**, 1976 Lotus Elan
2nd: Taber Tompkins, 2007 Caterham 7SV

Morgan

- 1st: **Bill Silhan**, 1956 Morgan Plus 4
2nd: Fred Veenschoten, 1952 Morgan F Super
3rd: **William Heritage**, 2005 Morgan Roadster

Modern Britannia Sports

- 1st: John Grossi, 2006 Aston Martin DB9 Volante
2nd: **Mark McElwain**, 2006 Aston Martin V8 Vantage
3rd: Dean Duplantier, 2007 Aston Martin Vantage

Land Rover, Classics

- 1st: Mickey Slade, 1966 Land Rover Series Ila 109" Truck
2nd: Matt Brynildson, 1982 Land Rover Series III
3rd (tie): Matt Busbee, 1994 Land Rover Defender
3rd (tie): **Walt Bolton**, 1968 Land Rover Series Ila

Land Rover, Modern

- 1st: **David and Danette Menaker**, 2022 Land Rover Defender
2nd: Ben Montgomery, 2004 Land Rover LR3
3rd: Mickey Slade, 1966 Land Rover Discovery II

Sunbeam

- 1st: **Tom Renick**, 1965 Sunbeam Tiger
2nd: David Hambrick, 1966 Sunbeam Tiger
3rd: Richard Ryan, 1965 Sunbeam Tiger

Triumph Spitfire and GT6

- 1st: Charlie Dempsey, 1980 Triumph Spitfire
2nd: **Alex Bowab**, 1976 Triumph Spitfire
3rd: Mike Japp, 1980 Triumph Spitfire

Triumph TR6, 1969 - 1973

- 1st: Danny Varnado, 1970 Triumph TR6
2nd: Allen Bradley, 1971 Triumph TR6
3rd: **Bruce Wilson**, 1972 Triumph TR6

Triumph TR6, 1974 - 1976

- 1st: Dwyke Rushing, 1974 Triumph TR6
2nd: Michael Ward, 1976 Triumph TR6
3rd: Richard Clark, 1975 Triumph TR6

Triumph Sports, Other pre-1968

- 1st: A. J. Warren/ **T. Schmitz**, 1961 Triumph TR3A
2nd: **Phillip Herring**, 1954 Triumph TR2
3rd: Franz Bachmann, 1960 Triumph TR3A

Motorcycles

- 1st: Don David, 1961 Triumph Bonneville
2nd: Jack Steinmetz, 1975 Norton Commando
3rd (tie): **Walt Bolton**, 2013 Triumph Thruxton
3rd (tie): Robert Manske, 2012 Triumph T-100 Bonneville

Blood, Sweat, Grease, and 20W-50 Paved the Way

story and photo by Mason Blosser



The author in his 1979 MG Midget

What sounds like a good day out in a little British car to you? Top down, tonneau cover pulled over the passenger side, sun high in the sky and a little crisp fall air? To attempt a 1,600-mile plus trip from Manchester, NH to Fairhope, AL could be contrived as insanity, but I was determined to at least try.

Saturday October 8 was the starting day. The weather was "great," a crisp 50°F sunny fall morning. Turning the heater to full blast and pulling out of my apartment garage with my leather day bag strapped to the luggage rack and the boot filled with tools and spare parts, I set the first day's objective in my GPS for Scranton, PA. Unwilling to drive through Massachusetts with the infamous "Masshole" drivers I started out doing back roads through NH and into western MA. This was actually a wonderful way to start the trip. Fall colours were in full bloom with beautiful reds, yellows, and oranges. Driving the back roads leads to awe-inspiring views across small lakes and very rural areas. Oil pressure holding strong at 60psi and water temp at a nice 180°F, the car seemed to be enjoying it. Day one of the drive was uneventful otherwise reaching my planned hotel stop in Scranton, PA just as the sun was going

(story continues next page)

Blood, Sweat, Grease, and 20W-50 Paved the Way, continued

down. It was time to send off the first day with a satisfying gin and tonic while sitting around the fire pit as the sun sank below the horizon.

Sunday October 9 started out much the same way. The weather however was about 36°F starting out. I begrudgingly put the top up while downing my luke-warm hotel room coffee. With the heater still going full blast and the sun just starting to illuminate the horizon I pulled out determined to get as many miles in as possible before the rest of the world starts to wake up. I decided to do highways this day because although back roads are easier on the car, I still had a long way to go. Sunday's objective, Blacksburg, VA was a straight shot down I-81, a section of interstate I have driven many times, though not in the Midget.

Midway through the morning I developed the first symptom of things to go wrong. The Midget was seemingly pulling slightly to one side. Barely noticeable but with growing anxiety it was time for the first mechanical inspection of the trip. I found an Auto-Zone close to an exit to stop into in case I needed to get anything. I pulled out the jack and wrenches and got to work taking the front passenger side wheel off. Looking for any obvious signs something was going wrong I failed to notice anything. Pulling the wheel hub cap off and inspecting the wheel hub nut it seemed like it wasn't as tight as it should have been. With a reference to the workshop manual, I decided to tighten the castled nut one more position and give it another try. Back on the road again maybe there was an improvement, but I was unsure. I reached my planned stop in Blacksburg, VA without further incident, tired but satisfied. Time for some Italian food nearby and two gin and tonics to celebrate another successful day.

Monday October 10th started out the same as the other two but was perhaps the longest and most difficult day yet. Leaving Blacksburg, VA with frost on the windshield wearing both my fleece and my coat to stay warm in the low 30s, I made it to Knoxville,

TN without issue; however, this is where that part of the story changes. The interstate through Knoxville was atrocious with several bumps due to numerous patches in the asphalt [*I've driven that road; Mason is being kind-Ed.*]. I blame the poor road conditions for the problems I was about to encounter. I took an exit and found an empty parking lot to stop and do another mechanical check. I had been hearing some rattling noise in the front end and was unsure what/where it was coming from. After taking off the front wheels and looking all over I again was unable to find anything obvious. I made some adjustments to the castled wheel hub nut unsure if the adjustments I had made previously were incorrect. Time to get back on the road but the issue doesn't seem fully resolved so best to take back roads from here.

I drove probably 20-40 miles and another issue reared its ugly head. Approaching stops the engine RPM was not settling down. I was idling around 2,200 RPM . . . much higher than ideal. I found another place to stop and take a look around under the hood this time. I couldn't get the engine to settle down still. Unsure if the change in weather (now in the 70s) was causing the problem I fiddled with the electric choke settings achieving basically nothing. I had to get back on the road though—as long as it was running at appropriate RPMs while in gear, and moving, I would put up with it. Maybe 10-15 miles down the road from there the wheel was acting up again. Time for another maintenance stop. I pulled into a gas station and got to work ultimately not finding anything again and with the engine still trying to imitate the space shuttle I got back on the road. From here on out it became a constant stop and look, find nothing, and move on. My anxiety was going through the roof unsure if something was majorly wrong and unsure what my options were. I could use my AAA 200-mile tow to get to my aunt's and uncle's place in Marietta, GA but if I use it now, I wouldn't have it as an option for the return trip after the car show. I continued to limp along getting farther and farther from populated areas entering rural

(story continues next page)

Blood, Sweat, Grease, and 20W-50 Paved the Way, continued

parts of southern TN and crossing into northern GA. Finally at one of my 5-mile maintenance checks I decide to take the carburetor apart to see if there is anything I can do about the extremely high idle RPM. This is where I realized I was mere fractions of an inch away from disaster! One of the bolts holding the bottom plate of the air filter assembly was missing?! It's completely enclosed by the air filter so the only place it could have gone is inside. Grab the flashlight and push the choke plates down and look inside. There was the bolt holding on for dear life wedged beside the venturi! I paced for a few minutes to calm down before starting the disassembly of the top of the carburetor with surgeon-like precision. One poorly-planned movement and the exploratory surgery would turn into open heart surgery in a Dollar General parking lot. With some skill and a whole lot of luck I managed to retrieve the bolt and reinstall it. I believe there was a washer as the other bolts had one, but if it did the washer was MIA. Anxiety at an all-time high, I started the engine up and huzzah! Idle down to 900 RPM and no concerning noises coming from the engine! Back on the road again!

The previous jubilation did not last too long though as the wheel was still not behaving properly. Continuing to make numerous stops and inspections, even going as far as changing to the spare tire, did not resolve the issue. With the problem beginning to worsen and the car pulling to the side with more intent I decided it was time to take the brake caliper off and check the brakes. This is the first point where dragging brakes seemed like a possibility. I finally find something that isn't right. The anti-squeal shim on the back of the pads seems to have separated from the pads. With further inspection the shim was only held onto the back with some sort of glue. I can't begin to understand why you would use glue to secure something in a high-friction, high-heat situation, but apparently Classic Gold thought it was a good idea. Moss Motors will be getting an earful

from me soon. I removed the shims and reinstalled the pads and caliper. Time for a test drive. An improvement was noticeable, but it still didn't feel fully resolved still. The question looming in my head was: Was this a symptom or a cause of the problem? Regardless, I was back on the road for a bit longer.

About 50 miles away from Marietta, GA my previous question was answered. After coming to a stop and moving again the brake did not disengage fully this time. The brake was permanently engaged on the front passenger side. I made a few further stops to try and rectify this but to no avail. So close to Marietta though. If only I could make it to my aunt's and uncle's place, I could work on it there and have a nice bed to sleep in and some home-cooked meals. It wasn't bad at low speeds around 30 MPH, but get it up to ~45 and it was frightening. Although I was using the back roads the speed limits were still rather high at 45-55 MPH and I would have people fly up behind me seemingly out of nowhere. There can't be that many blue Ford 150s in the middle of nowhere Georgia, could there? [Blue? *I would have guessed red-Ed.*] I was hugging the shoulder going as fast as I dared and pulling off multiple times to let people pass me before continuing the trudge to Marietta. Exhausted, I pulled into my aunt's and uncle's driveway well past my 6:00 p.m. ETA I had texted them, arriving around 7:30 p.m. I made it! Now I have a few days to spend the time working on the car and to make the rest of trip down.

The next day I did some research on the MG Experience Forums and the leading theory was the flexible brake line leading to the caliper had collapsed inside. Order two, and next day shipping to get them in time. I also ran by a NAPA store and got a new set of pads. Over the next few days, I changed the flexible brake hose on the passenger side and the brake pads on both sides. With the help from my aunt (who is experienced in owning an MGB back in the day) bleeding the brakes was the easiest operation I had ever done. I was ready for a test drive around

(story continues next page)

Blood, Sweat, Grease, and 20W-50 Paved the Way, continued

the Atlanta area. 5:00 p.m. rush-hour traffic may not have been the best time to take it out, but I got plenty of breaking-in and the car seemed to be back to normal. I planned for a Friday October 14 departure, and my aunt and uncle agreed to follow me down to Fairhope. Finally, once again the trip was uneventful. I got in late Friday night picking up dinner to surprise my parents whom I had intentionally failed to inform I was making the trip.

Overall, the car performed extremely well, and I couldn't be happier with how the trip went. There were a few other minor items I had to address but this article is already getting long enough, and Ed is probably glad the Spark & Spanner doesn't have a print release. This however is only the halfway point for me as I still intend to make the return trip back to New Hampshire the few days immediately following the show. So, wherever the road may take me next, *Safety Fast!*

*[Ed. is pleased to publish this story in its entirety, and congratulates **Mason** on a successful trip, with prayers for a safe return home. Ed. bought this particular MG Midget in 2009, and sold it to Mason several years later, after installing a new interior, having it painted, and having the engine rebuilt by the late **Richard Cunningham**. **Mason** has been an excellent steward of the car—it won its class at the BCF—and is to be commended for not only this trip, but for extending the spirit of the British hobby to the next generation. He even volunteered after the show to help the food truck crew with a dead battery—see below.]*



photo by *Donna Eagleson*

A Few More BCF Pictures

photos by *Robb Ogletree*



Spannering

Advice on Repairs, Parts, and Services



Ford Anglia Owner Trials and Tribulations

story by Mac McNamara and family

I took a few days' vacation prior to the BCF to fix a brake light assembly issue on the passenger side of my car and found why the driver-side blinker was not working as well. In all instances, the wires had broken at the assembly junction.

Prior to removing the three nuts that hold the passenger taillamp assembly onto the car, I saw the 60-plus year-old wiring at the blinker was going to be separating soon as well, so I finished breaking it apart. After the assembly was removed, I noticed that each bulb socket (one for the blinker and one for the combination taillight/brake light) was prevented from being pushed through the back by four tabs. I opened the four tabs on each socket and removed the spring-loaded assembly to make it easier to re-solder wire jumpers to the assembly. After the cleaning and soldering, I added some heat shrink for electrical isolation and re-assembled the sockets into the trim assembly.



Mac's Anglia at the BCF.

photo by Robb Ogletree

Each wire jumper on the sockets now has a male bullet connector and each wire in the car has the female bullet connector. My wife, **Kathy**, was kind enough to depress the brake pedal and turn on lights so I could confirm the brighter filament was the brake light and the dimmer light was the taillight. I had selected the correct plug/wire combination on the first try! The blinker was a separate socket and could not be confused.

I did the same procedure for the driver side blinker. After placing the assembly back onto the car, I had **Kathy** turn on the lights, depress the brake pedal and turn on the blinkers. The taillight was not working and the brake light was dim. I replaced the bulb with one on hand and reversed the taillight and brake light wiring. Both **Kathy** and I noticed arcing when the bulb was inserted, so I removed the assembly again to find the wires on one of the two connections jackets was gone.

Several years ago, I had done work on the tail/brake light socket by buying one similar and replacing the innards of the old with the innards of the new. Over the years, apparently, the wiring jacket on of the wires no longer existed between the spring-loaded fiber plates in the bulb. Since I cannot find similar sockets anymore, I got some liquid electrical tape and painted the wires (yes, both) as well as the spring. Hopefully this will last long enough that I can find an assembly to replace this jury-rigged wiring. I don't think it would be easy to replace the sockets in the assembly due to the many tabs locking the socket into place. I doubt I could get it as tight and that is assuming I could remove the old socket without damaging the assembly. Anyone got suggestions?

[If you have an idea for **Mac**, send it to him at mrhobbs456@aol.com, or look for him at the next meeting. Autozone is fresh out-Ed.]

The Best of

Pierre's Wisdom

Pierre Fontana

Sealant Damage

I was trying to refresh a first-class restoration of a 1957 Triumph TR-3. The car just came from Nebraska. It was stored for several years and the owner wanted it ready for our show. The gas had turned to shellac in the tank, lines, and carburetors, the points were corroded, and it had other small pain-in-the-neck problems.



All photos courtesy **Pierre Fontana**



The paint on the head was peeling in places, so since I had to remove the carburetors anyway, I removed the manifolds, distributor, coil, and whatever was in my way. The professional two-year restoration looked perfect, but when I removed the valve cover, it had a surprise: large strings of silicone sealant laying inside the valve cover. The car was never driven after the restoration, which was a good thing. If that rubber-like goop ever got loose in oil pan, it could have been “goodbye bearings.” The moral of the story is to use that sealant sparingly, or better, use #2 Permatex.

Upholstery Surprise

I believed I was through repairing brakes, steering, carburetion, ignition, etc., on a long-storage car until I tried overdrive. Nothing was happening. I called the

owner and he mentioned new carpets had been installed, so I hunted for the wires and discovered they were torn off from the transmission, not cut. This meant I would have to remove the transmission cover and everything in the way to make a new harness. The moral of this story is when taking your car to an upholstery shop, warn them about wiring, and offer help in showing them where to disconnect it. To make it worse this car had a “homemade” harness to start with, using an improper color code.

The pleasure of test driving this blue TR-3 was the engine—with big jugs and 3/4 cam, it would fly, and made me feel young again.



Pierre Fontana is a technical advisor for SABCC. The sealant article first ran in September 2013; the upholstery article first ran the following month.

Spare Parts

Car for Sale: 1974 MG Midget



Pierre Fontana received this car recently for a freshen-up, after two years of being garaged. He says it is nice-looking, has a good interior and top, and needs a new home. His job is to “make it drive and stop.” It has the usual brake and clutch hydraulic problems, but he has parts on the way. He’s installed a new battery and completed a minor tune-up and the car runs well. It has a Weber carburetor swap, good oil pressure and no blow-by, and the engine sounds good. The car resides in Baldwin County but can be examined at Pierre’s shop until it is repaired.

Roland Shick, 251-747-1077 or Rich@kaisersir.com

A Primer on Austin-Healey Designations

[Ed. thanks **Terry Trovato** for this magic decoder ring]

- 1953–55 BN1 Austin-Healey 100
- 1955 Austin-Healey 100S (Limited production—only 50 race-prepared cars)
- 1955–56 BN2 Austin-Healey 100 and 100M
- 1956–57 BN4 Austin-Healey 100-6 (2+2 roadster)
- 1957–59 BN4 Austin-Healey 100-6 Change to 1+3/4-inch SU Carbs (2+2 roadster)
- 1958–59 BN6 Austin-Healey 100-6 (2-seater roadster)
- 1959–61 BN7 Mark I (2-seater roadster), BT7 Mark I (2+2 roadster)
- 1961–62 BN7 Mark II (2-seater roadster), BT7 Mark II (2+2)
- 1962–63 BJ7 Mark II (2+2 convertible)
- 1963–67 BJ8 Mark III (2+2 convertible)

Auction Roundup—Yella Fellas

[Analysis shows that yellow cars hold their value better, so here are three examples—Ed.]

1976 Triumph TR6



Not Sold for \$10,250 on Bring A Trailer

The seller had only owned this car a few months but needed to sell due to health issues. Although it looks good, it does have some minor mechanical issues and corrosion was noted on underbody components.

2003 Lotus Esprit V8 Final Edition



Sold for \$144,444 on Bring a Trailer

A special edition car, with only 15,000 miles showing, and in near-flawless condition, this was a very strong result. The 3.5-liter engine produces 350 hp.

1985 Land Rover 90



Sold for \$50,000 on Bring a Trailer

This Land Rover truck was refurbished in Italy prior to being imported to the US. It has a replacement 300Tdi 2.5 liter four-cylinder engine, a five-speed transmission, and a dual-range transfer case. Total mileage is unknown, but the odometer indicates 283,000 kilometers, or 176,000 miles.

Weak and Rusty

Michael King, Editor, *Spark & Spanner*

Car Show Musings

I've recently found myself with more time on my hands. Due to challenges affecting the healthcare industry, my position was cut in the name of cost reduction. I'm now in my severance period. I've applied for a few jobs, but I believe I'll end up retiring.

I've not had break from work or school longer than a couple of weeks in 43 years. This has allowed me to work more on my British cars, and the British Car Festival provided motivation.

As you might have guessed from the photo above right, I'm especially pleased with the results of my efforts on my brother's 1977 MGB (the former **Stuart Waddington** car). I washed it, then used a synthetic clay bar to remove contaminants from the paint. Afterwards, I applied a ceramic paint sealant. I also changed the alternator belt to "stop the squeal."

My 2011 Jaguar XK convertible (below) and my 2001 XJR saloon were also entered in the BCF, so I washed them, and used the clay and ceramic sealant on the XK (I'd previously "clay-ed" and sealed the XJR). Of course, I cleaned the interiors of all three. I'm happy that the MGB and the XJR made the podium with third-place finishes; the XK is still trying to recuperate



from what must have been a significant oversight.

In fairness to the show voters, each of the winners was highly deserving. With large numbers of entrants in several classes, and equally large numbers of truly outstanding cars, the deep field in this iteration of the BCF presented a real challenge, and time after time, our participants got it right.

Now that both the 2022 BCF and my professional career have ended, I am looking forward to spending even more time on my British fleet. Even as I was preparing for the show, I completed a rear brake pad and rotor replacement on my 2011 Jaguar XFR.

Every time I wrench on one of my newer Jags, I have the privilege of buying some sort of special tool. For the XFR brakes, it was a caliper retractor, necessary to wind the pistons back so that new pads could be inserted without impairing the function of the electronic parking brake. I bought engine oil and filters for the XFR and the XK, and I already have the oil extractor and special oil filter wrench I will need for that work. I also need to replace an O2 sensor on the XJR; for that, I get to buy an O2 sensor socket wrench. The XJR also needs some suspension bushings replaced; I've yet to learn what I need to buy for that. At least the suction clamps I bought to re-glue the rear window on the XK's top came in handy when I helped another owner fix his. If you have a late Jaguar, call me before you buy anything. I have the time, and I might have the tools.



32nd Annual British Car Festival Celebrating the **Triumph TR6**



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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.



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Spark & Spanner Submissions

Go ahead: make *Ed.*'s day. It's as easy as typing an email. That's right, *Ed.* is looking for your submissions for Spark & Spanner.

Every issue will include some, most, or all of the following:

- **Activities Calendar:** SABCC events, local and national car shows, and other events worth noting
- **Sparks:** news about club members, activities, and events
- **Spannering:** stories on car repairs, restoration projects, tips and tricks, and ideas on prepping a car for a show
- **Spare Parts:** Auction Roundup, news items on the British car industry, the collector car hobby, and anything else *Ed.* finds interesting
- **Gotcha!:** stories of how members acquired their cars
- **Just Around the Bend:** Synopses of upcoming car shows and other events
- **Feature Stories:** Longer submissions of general interest
- **Classifieds:** Sell your car or car parts - or let other members know what you'd like to buy

Submissions should be sent to SparkSpanner@gmail.com. Almost any text format is acceptable. Please include relevant photos.

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.

Thanks!

And now, for something completely different . . .



A Jaguar XJ-S in simulated Bob Tullius Group 44 livery, right? Wrong. Not content to do a mere Chevy small-block V8 swap, a shop in Indiana decided to mount 1987 XJ-S body panels to a donor 1994 Chevrolet Camaro Z28 platform. The resulting "Jagumaro" is now listed on Bring a Trailer, and at three days to go, bidding had actually reached \$6,600. The car offers a 5.7 liter V8 and a six-speed manual transmission. The auction comments are quite interesting.

Spark & Spanner

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Find us on Facebook! Look for our Facebook page, **South Alabama British Car Club**, and our Facebook group, **Friends of South Alabama British Car Club**.