

Spark & Spanner

The Official
Publication of the
South Alabama
British Car Club

January 2022



From the President

Tom Renick

Is it Dawn Yet?

This time last year we were saying, "Good riddance to 2020, and 2021 has got to be better." Well, maybe it was and maybe it wasn't. At least things have been learned and people are getting out and about a lot more—at least down in this part of the country. The latest news is that the other British car clubs in the area will have shows back on the calendar again this year and we are grateful for that. Try to enter your car with them and bring home their prizes.

Our intrepid Activities VP **Don Pritchett** has another back woods tour planned up and they're always a hoot. You also won't starve considering that we rein in at the famous Stagecoach restaurant in Stockton.

Our last outing was the much-anticipated annual Christmas dinner at the Rock Creek Golf Club. Attendance smashed records and everyone seemed to enjoy the company and the great food. We had folks pitch in with decorating the tables and helping with the toys we collected. Yours truly was getting over a cold I'd had for a week, and I hesitated to go, but since no one knew what the awards meant except me, I thought that I would show up but keep everyone at double arm's length the whole time. The common cold is still a virus that can be nasty, not as bad as the flu virus, and not nearly as deadly as the COVID virus. But if you have any of the above viruses or their cousins, please miss our meetings, stay home, and look forward to the next function on the calendar.



Photo by Noel Eagleson

If you are a member of NAMGBR (North American MGB Register), don't forget to renew when your time comes [see p. 14 for more information on NAMGBR-Ed.]. This is important because they provide the insurance coverage for our British Car Festival. A club needs at least eight members to qualify. You don't have to own an MG to participate and we have non MG owners who belong. They just LUV MGs.

2022 IS a new year so let's hope it's a better one. Happy New Year!



Tom Renick is the president of South Alabama British Car Club. He's not sure if he LUVs MGs, but he likes them OK.

On the cover: SABCC treasurer and tireless organizer, facilitator, and worker **Donna Eagleson** was named 2021's Member of the Year. She is presented her award by vice president of membership **Rick Black**.

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.

February 19, 2022

5 Rivers Delta Center Tour, Backroads Drive, and Lunch; Spanish Fort, Ala., meet at Nature Center at 9:30 a.m., lunch at Stagecoach Café (Stockton) at noon.

Save the Dates

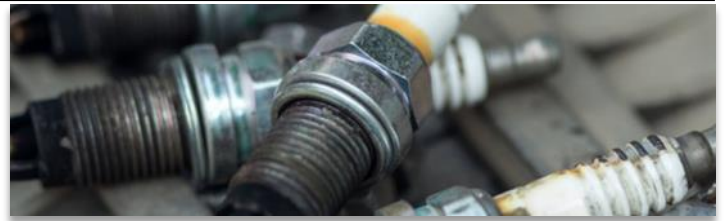
- **Amelia Island Concours d'Elegance**, Fernandina Beach, Fla., March 3 to 6, 2022, info. [here](#).
- **W. F. Green Veteran's Home Car Show**, Bay Minette, Ala., 9:00 a.m.—3:00 p.m.
- **Fairhope Arts and Crafts Festival**. March 19, 2022
- **New Orleans British Car Show**, March 26, 2022
- **Pensacola Brits on the Bay**, April 23, 2022
- **MG 2022**, Petersborough, Ontario, June 19 to 23, 2022. *Ed.* was notified in early January that the hotel blocks were nearly full, but other accommodations are available. To learn more or to register, click [here](#).

February 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 5 Rivers Tour
20	21	22 Club Mtg.	23	24	25	26
27	28					

Sparks

Club and Member News



Awards a Highlight of Christmas Lunch

As he noted in his December column, club president **Tom Renick** awarded several club members special awards. **Ron Wolverton** kindly sent *Ed.* these pictures of the awardees. Awardees not pictured are **Rich and Peg Gudmundson** for the show shirts, **Merideth Trovato** for the Friday dinner door prizes, **Don Blosser** for trailer parking help, and *Ed.*, who designed the windscreen cards but tends to avoid social gatherings. Member of the Year **Donna Eagleson** is featured on the front cover.



Sound system guru **Peter Lee** got the "Now Hear This Award."



Rich Black presents **Patricia Couling** the "Any Way You Want Me" award for helping wherever needed.



Logistician **Dick Bishop** got a "Loyal Captain and Crew" trophy.



Licia Waddington was recognized with the "Hurry Up & Wait Award" for tabulating the ballots at the car show.



Don Pritchett's creativity with the special show trophies earned him the "Michael Angelo" award.

Homemade Rust Removal Tank

Pierre Fontana

I made an electrolytic rust removing tank, using a plastic storage box for my bath tank. I brazed my “anode” from some old shelving sheet metal to cover two sides and the bottom, and I used a piece of wood to suspend the rusty drill press vice I want to resurrect. It was heavy rust on heavy steel; if I can clean that I can clean anything. I made a sodium carbonate solution with plain water. I used a 6-volt battery charger hooked up to a 6-volt battery on low charge, and was surprised at the immediate activity, with bubbles coming up violently. I decided I would let it “cook” overnight to see how successful it was, but it was bubbling like mad. On the second day all the heavy surface rust was gone with just a good hosing, but I decided I would leave it another day.

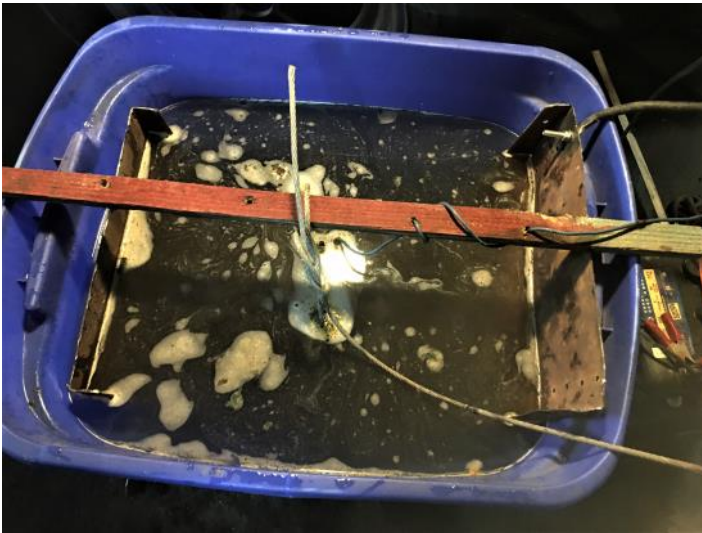


Photo courtesy Pierre Fontana

SABCC Member’s Car on “Bring A Trailer”

Scott Paradise’s beautifully-restored [1969 Triumph TR6](#) is up for sale on the Bring a Trailer auction site. At press time, bidding had reached \$31,250. The auction closes Jan. 27 at 3:37 p.m. GLWTA, **Scott!**



February Club Activity

As **President Renick** noted in his column, **Don Pritchett**, VP of activities, has planned the first club activity for 2022. At 9:30 a.m. on February 19, SABCC members will tour the nature exhibit at the [5 Rivers Delta Resource Center](#) on the Mobile Bay causeway (US 90/98, formally known as Battleship Parkway), followed by a drive through the back roads of Baldwin County, ending up at the Stagecoach Café in Stockton at noon for lunch [*what good is a club activity without food?-Ed.*].



5 Rivers Delta Resource Center

If you are not familiar with 5 Rivers Delta Resource Center, it’s a state park at the place “the Mobile, Spanish, Tensaw, Apalachee and Blakeley rivers flow into Mobile Bay stands an incredible facility with an exhibit hall, learning center, theater, gift shop and welcome center, walking trails, picnic areas, conference center and reception hall.”

The center is at the east end of the causeway, so if you are coming from Mobile, you can exit the I-10 bayway where it crosses over the causeway and continue east for 3.2 miles. The entrance of the center will be on the left. From Baldwin County or points east, take the ramp opposite Bass Pro Shop and head west on US 90/98 about two miles; the center will be on the right.

If you are not able to join the tour and drive, you are still welcome to join the group at noon for lunch. The Stagecoach Café is located at 52860 AL-59, Stockton, AL, 36579.

Spannering

Advice on Repairs, Parts, and Services

The Elusive TDC

Ben Cummings

The elusive “Top Dead Center.” To someone new to the hobby of British car mechanics, this term meant nothing to me in the beginning. I was told I needed to find it. Where was it? How would I know it when I saw it? Thank goodness for YouTube. It helps. Can’t

tell you how many times I’ve said (and also heard), “There’s a YouTube video for everything”. I’m not sure I would have continued with this hobby without it.

John Twist’s

videos are help-

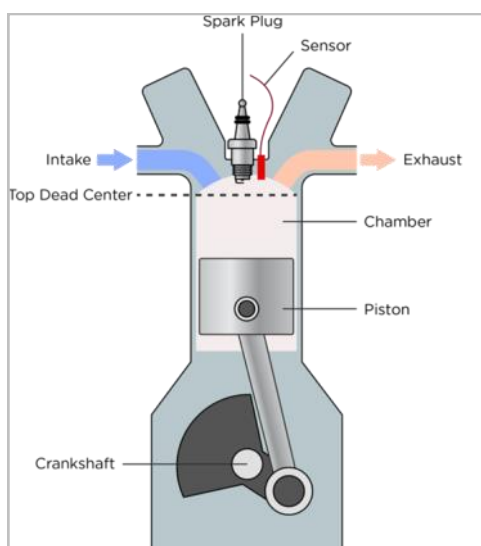
ful. But his early *Ben, it’s right there!*

videos were awfully brief. I

have to watch them over and over to pick up what he’s saying. There are also many other home-garage mechanics working on British cars that produce videos. Some are good. A lot are not so good.

Then I was told I need to set the timing ten degrees before top dead center. What? I had heard this mentioned in the movie *My Cousin Vinny*, but I didn’t know what it meant. Was “ten degrees before top dead center” a real thing? Or was a joke, like “blinker fluid”, being played on the new guy?

I watched lots of videos with instructions on how to find TDC. OK. Easy. I rotate the engine by putting a wrench on the engine pulley ‘til #1 cylinder is at the



highest point on the compression stroke. Hmm. A lot is being said there. First, I look in my socket set for a large socket that will fit on the engine pulley nut. Then I try to access the nut. If you have ever looked under the hood of a Midget, it is not easy to access the engine pulley. The radiator is conveniently located extremely close to the front of the engine. There must be an easier way to rotate the engine without removing the radiator. So, then I’m told to rock the car. Me: “Rock it?” Other Guy: “Yes. Rock it.” Me: “What do you mean?” Other Guy: “What do YOU mean? You just rock, it in 4 th gear.” Me: “Oh. I see . . .” But not really.

When I was looking for it, my wife heard me say “Top Dead Center” many, many times. I eventually found it and greatly celebrated the triumph of the discovery. Now, in our house, whenever we can’t find something, we say it must be with Top Dead Center. [Ed. was told by a certain president of SABCC, who will go unnamed here, that one way to find Top Dead Center (Centre?) on an engine was to remove the number 1 spark plug, insert a pencil, rotate the engine, and follow the angle of the pencil. This works great until the piston breaks off the pencil in the chamber, requiring the removal of the cylinder head to extract it. Ed. still has the piece of pencil . . .]



Tired of cold weather? This picture of a Morgan, sent to Ed. by Tony McLaughlin, is a reminder that your situation could be worse.

The Best of

Pierre's Wisdom

Pierre Fontana

Metal Fatigue Surprise

Several years ago, Doug James approached me about a dream. Back in 1956, when he was at Paris Island as a Corpsman in the Navy, attached to a Marine unit, he purchased a used 1950 MG-TD in British racing green. He lost it due to financial strains and he wanted his dream of a TD to be realized.

Doug was old like me, a Korean War veteran and a professor at Spring Hill College. He brought me the most derelict 1950 MG-TD I have ever seen, but it was his, and he wanted it like new and British racing green. It was so bad the frame-off restoration took me two years. I was working on a blue one at same time.

Many missing major parts had to be purchased. Some of the new parts I replaced included the steel brake lines; the rear ones were held in place by some flat thin clamps and came as a kit. The right rear brake line goes horizontally around the rear end, like a bucket handle, and screws into a brass "T," with the "T" in one end and the wheel cylinder at the other, and two clamps in between.

I did the driving to our car show, enjoying the cool refreshing breeze on Causeway, since Doug had just had a hip replacement and was moving slowly. He wanted to take the scenic route through Fairhope, so I did, but coming up to last red light I stepped on the brakes, and that thumping sound of the pedal going to the floor made my heart miss a couple of beats. No one was in the turn lane so I grabbed the hand brake and headed for the sidewalk. The screaming rear brakes were a little embarrassing, but we cleared everything, and I came to the show without brakes.

After eight years the steel brake line had broken off the "T." The weight of that horizontal half circle or vibration did the trick, and the thin metal straps



Photo courtesy **Pierre Fontana**

were not enough to stabilize the line. I used a small vise-grip on the flexible line going to the "T," shutting off flow to rear brakes, to make it home.

I went to O'Reilly's and purchased a 3/16 line, since O'Reilly's lines are coated will not rust or corrode on the outside. This time I used a stainless steel hose



The offending brake line

Photo courtesy **Pierre Fontana**

clamp with a short piece of rubber tubing on the line. It is fixed solid, and the professor was again living his dream, getting in his time machine.

[This column first ran in November 2011. Professor James, well-known as the rescuer of "Gucci," a dog whose story inspired an Alabama law increasing the penalties for animal cruelty, died in April 2021 at the age of 86-Ed.]

Spare Parts



Little-known Gordon-Keeble a British Rarity

submitted by Terry Trovato

It's probably one of the most interesting and handsome British cars you may have never heard of: the Gordon-Keeble. It was conceived as a rival to Aston-Martin, Maserati and Ferrari but alas, due to financial difficulties and supplier stoppages from the outset, its lifespan was very short-lived.

The vehicle came about when two Englishmen, John Gordon, formerly of the struggling Peerless company, and pal Jim Keeble, got together in 1959 to create a "Gordon GT" car by fitting a Chevrolet Corvette V8 engine into a chassis by Peerless. To accomplish this, a 4.6 litre Chevrolet 283 cubic-inch V8 was fitted into a specially designed square-tube steel spaceframe chassis, with independent front suspension. The complete chassis was then taken to Turin, Italy, where a body made of steel panels designed by Italian designer Giorgetto Giugiaro was built by Bertone. The car's four five-inch headlights were in the rare, slightly angled "slanted" arrangement also used by a few other European marques, generally for high-speed cars such as the Lagonda Rapide and Lancia.

The prototype appeared on the Bertone stand at the



The Gordon-Keeble displays its distinctive Italian styling

Geneva Motor Show in March 1960, branded simply as a "Gordon" and became a sensation. At that time problems with component deliveries had delayed construction of the car, which had accordingly been built at breakneck speed by Bertone in precisely 27 days. After extensive road testing, the prototype was shipped to Detroit and shown to Chevrolet management, who agreed to supply 1,000 Corvette engines and gearboxes for a production run of the car.

A tortoise was chosen as the marque's badge, and how that came to be is a fascinating story.

A pet tortoise just happened to wander into the frame of an inaugural photo-shoot, taken on the grounds of the makers. At that time, no badge had been chosen for the car. Tim Parker, then sales coordinator with *Automobile Connoisseur* and who had accompanied the photographer, picked up the live tortoise and placed it on the bonnet where the badge should have been. Then Jim Keeble is said to have quipped: "There you are. One of the slowest animals alive sitting on the world's fastest four-seater." Amused by this turn of events and aware of the indestructible nature of a tortoise shell, and realizing the attention-getting talking points such a badge would create, it was decided to adopt the tortoise as the car's mascot.



Gordon-Keeble's tortoise badge.

By late 1963 the vehicle was readied for production with some added alterations, the main ones being a larger 5.4-litre 327 cubic-inch 300 horsepower Chevrolet V8 engine and a change from a steel to a fibreglass body made by Williams & Pritchard Limited. It

was given a close-ratio gearbox, De Dion rear axle and four-wheel disc brakes. The car could reach 70 mph in first gear and 140 mph maximum, and a four-speed manual transmission was on hand to keep the driver engaged. Gordon-Keebles were first produced in Slough, then at Eastleigh, and finally in Southampton, between 1964 and 1967, and were priced at £2,798 (\$78,553.97 today).

From the outset financial difficulties were experienced from which the company never fully recovered, all because the steering-box supplier, Adwest, suffered a lengthy labor dispute



The engineers ensured the dashboard included full instrumentation.

resulting in unfinished cars sitting idle. The entire workforce was laid off unpaid and Gordon-Keeble went into receivership. Ninety cars were finally completed before the company liquidated in 1965. Restarted later that year as Keeble Cars Ltd, production continued slowly until a final run of nine cars was built. Although only 99 cars were ever completed, there were enough left-over spares remaining for a 100th example to be privately pieced together and constructed subsequently in 1971. Today, it is estimated that there are approximately 90 survivors.

The handsome, four-passenger Gordon-Keeble coupe was a victim of the financial instability inherent to many small British automakers of the same era. The brand changed hands several times and was ultimately done in by a supplier strike that saw cars languishing in pieces, unassembled, and waiting for steering boxes.

Gordon-Keeble automobiles are almost virtually unknown here in the United States, despite their American-sourced engines and drivetrains, but these handsome Gran Turismo British vehicles caused quite the stir in England in the mid-1960s.

Semper Paratus

photos by David Menaker

Semper Paratus ("Be Prepared") is the motto of the U.S. Coast Guard, but apparently it's also the motto of the new Land Rover Defender. **David Menaker** sent Ed. these photos of the "Off Road Rescue Kit" he added to his vehicle. **David** says "There's an air pump, duct tape [of course-Ed.], zip ties, jumper cables, jackstand 'foot,' entrenching tool, towstrap, clevis shackles, & more." He adds that this kit is "no longer used as a lunchbox." Go boldly, **David** . . .



Spotted on eBay

The ever-observant **Peter Lee** sent *Ed.* this photo from an eBay listing for a 1955 Daimler Conquest Roadster, which the seller described as “one of two hardtops produced.” Wikipedia, citing an article in The Times, confirms that two Roadsters were coach-built as fixed-head coupes. Conquests were also offered as saloons, drophead coupes, and open two and three-seaters (see below). Sadly, *Ed.* was not able to find any information on the outcome of the auction.



“Spotted in the Wild” Update



Last month, *Ed.* shared these photos of an Austin-Healey 3000 his brother spotted in Charlotte, NC, but said he did not know the model. The always-helpful **Terry Trovato** responded, “Because of the dual turn-indicators and running lights on the front, this seems to be a very late (1967) BJ8. The color scheme is also called a black over red duo-tone.” Thanks Terry! *Ed.* is still attempting to verify that a bespoke BR549 model was built for a Mr. Samples in Nashville, TN.

Auction Roundup—Post-War Saloons

1950 MG YA



Sold for \$24,776 on Bring a Trailer

In Clipper Light Blue with dark blue wings over beige hides, this MG YA, refinished in the 1970s, still presents very well. The car features the familiar 1250cc XPAG engine used in the TD and 1954 TF.

1951 Riley RMB Saloon



Sold for \$16,000 on Bring a Trailer

The seller of this green over green Riley acquired the car in 2015, and since then has treated it to a rebuild of its twin-cam 2.5 liter four, a respray, a new interior, and many other repairs, meaning it most likely sold for much less than what was spent on it.

1958 Jaguar Mk I 3.4



Not Sold for \$21,800 on Bring A Trailer

The final bid for this blue over blue Jaguar seemed fair, considering issues with rust, moth holes in the headliner, and minor mechanical problems.

1948 Ford Anglia

Available on Hemmings for \$95,000

Here’s proof that a small-block Chevy, even with a supercharger, will fit in anything.



Cars and Parts for Sale

Looking for a Project?

submitted by Ben Cummings

A few MGs and Triumphs are available for the brave. In a large hole in the ground near the Greyhound Park there are stashed some MGs and a couple of Triumphs. They need to be saved from the grave. The cars are pretty rough, but there are lots of good parts. The guy that has them is not interested in parting out the cars but will sell them as a whole rather cheaply. There are two Triumph TR4s and some MGBs, both Roadsters and GTs. If you are interested, email ben@cummings-architecture.com. He can arrange for you to see the cars.



Above: MGBGTs (all photos courtesy Ben Cummings)



MGB Roadsters, including one with a hardtop

TR4s



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

1951 Willys Jeepster

Downsizing collection.

Long time storage, Freshened rebuilt front suspension steering sector, brakes, total rebuild or replacement of all accessories, tuned up, ready

for the road. Six-cylinder Super Sonic Kaiser engine, three speed overdrive. Tires look new but are old. All original, radio not working. Call for details: **251-232-8331**. [Normally, we would not run American iron, but for **Pierre Fontana**, whose son owns this car, we are always happy to make exceptions-Ed.]



Weak and Rusty

Michael King, Editor, *Spark & Spanner*

The Future of the Hobby

Perhaps *Ed.* should begin this column with a disclaimer: “This is an opinion piece.” Or maybe, “The views expressed below are solely those of the author, and do not express the official position of the South Alabama British Car Club.”

Whoa! Now what? Has *Ed.* become radicalized?

Well, not really. Some of you might recall *Ed.* standing up at David’s Catfish House a few years ago (pre-COVID, which actually seems like half a lifetime ago) and expressing concerns about the state of the British car hobby. Several club members agreed to join *Ed.* on a project to ensure our mission carries forward to the next generation. We called ourselves the “Do More” Team. We had a couple of meetings, came up with some ideas, and then the plague hit.

The issues that gave *Ed.* concern, however, are not going away:

- The younger generation is largely unaware of British cars and British motoring heritage
- Fewer and fewer technicians are available who know how to work on the older cars
- Training opportunities for those who want to work on older British cars are extremely limited

As for the shortage, TechForce Foundation last October released its latest report on transportation technician supply and demand, noting that the demand for new entrants nearly doubled from 2020 to 2021, to 258,000, and currently outpaces supply five to one. Nearly 800,000 new techs will be needed by 2025, but training programs produce only about 48,000 per year¹.

With these conditions, how can a group of British car aficionados [*really, an Italian word?-Ed.*] hope to solve our problem? And we do have a problem.



Above is *Ed.*’s 1991 Jaguar XJ-S coupe, with the legendary V12 engine. *Ed.* was told, by a respected mechanic in his fair city (in quite vituperative language), that his shop would not touch this car. That leaves *Ed.* to try to tackle deferred maintenance, including the fuel rail, spark plugs, and fluid leaks. Given the trouble *Ed.* had replacing the power antenna after crimping the old one on his lift, he’s thinking he might be better off to sell the thing to someone with more advanced skills.

Meanwhile, a few weeks ago, *Ed.* got an email from a gentleman who recently relocated to Orange Beach and needs a new clutch on his MGB. An MGB—they made half a million of them! Parts are readily available! But, *Ed.* is still trying to figure out where to send this poor guy. If you have a suggestion, pass it on.

If our hobby is going to survive, *Ed.* suggests (again) that we need to do better—to Do More. Young people need to know about British cars, and perhaps, a few will become interested in learning to work on them—and if so, they will need to resources to learn. This will require research, investigation, activities, and yes, money.

In the club constitution, one of the purposes of SABCC is to “Provide support for such charitable organizations or community service activities as the membership shall from time to time approve.”² In other words, the club can vote to do these things.

Once COVID is beaten back, *Ed.* will restart the Do More Team. Please consider how you can help ensure we don’t have to plan a wake for our hobby.

¹TechForce Foundation, [2021 Technician Supply & Demand Report](#)

²SABCC Constitution & Bylaws, Article 1, Section B. 3.

31st Annual British Car Festival Celebrating the MGA



October 23, 2021 • Fairhope, Alabama

Thank you Sponsors!



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GULF COAST



Cracked Nut
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Caroline
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Jeanne Schmitz*



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Ron Wolverton and Becky Kramer
Shaklee Health - Coach Jennifer
Wilson
Taber's Toybox
The Jarvis Family
The Mardi Gras MGs
The Royal British Legion
Tommy and Joanne Hartwell

SABCC Grille Badges

The South Alabama British Car Club commissioned a grille badge featuring our fabulous club logo. These heavy enameled, 3-1/2 inch high badges on chrome plated metal are the perfect companion for your British car. The club has subsidized the cost so that the member price is only \$20.00.



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 . . .



You can park that wherever you want . . . Peter Lee shared a listing for a 1978 Saracen "6x6" from Facebook Marketplace. Located in Rainbow City, Alabama, it sold for \$40,000, but unfortunately not to Peter, whose wife Brandi had already told him "no" before he sent the photo to Ed. The Saracen FV603, according to Wikipedia, "was the armoured personnel carrier of Alvis's FV600 series." Powered by a Rolls-Royce B-range petrol engine, the FV603 was used extensively in Northern Ireland during the nationalist conflicts commonly known as "The Troubles."

Spark & Spanner

South Alabama British Car Club

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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**.