

Spark & Spanner

The Official
Publication of the
South Alabama
British Car Club

February 2022



From the President

Tom Renick

I'm Not Cold—Are You?

The old adage about if you don't like the weather today, just wait, it'll change tomorrow, has proven itself true thus far in February. The temperature took a steep dip last Friday night and left our Backwoods Tour scheduled for Saturday morning a bit in the cold. But not so fast. Five British cars showed up at the designated rendezvous point accompanied by six hearty SABCC stalwarts. The sun was out bright and shiny so soon things were looking good as we saddled up and headed for the Stagecoach Restaurant in Stockton. The food was great and the winding, hilly road prevented any serious dozing.

So if you're thinking about missing any more of Activities VP **Don Pritchett's** fun events because of a little cool, just consider those 200 kids who were dashing out a Fun Run around our starting point and not paying any attention to it at all.

Try not to miss our next immediate upcoming meeting because our honorary member **John Twist** of worldwide MG fame is in the area and has indicated that he will attend. Always nice to have him drop by so we can keep track of what's really going on in the automotive world.

Since bringing it up at last month's meeting, we have a couple of new North American MGB Register (NAMGBR) members join up. Besides being a great source of information about MGBs (and other MGs) it underwrites SABCC's BCF liability insurance. We

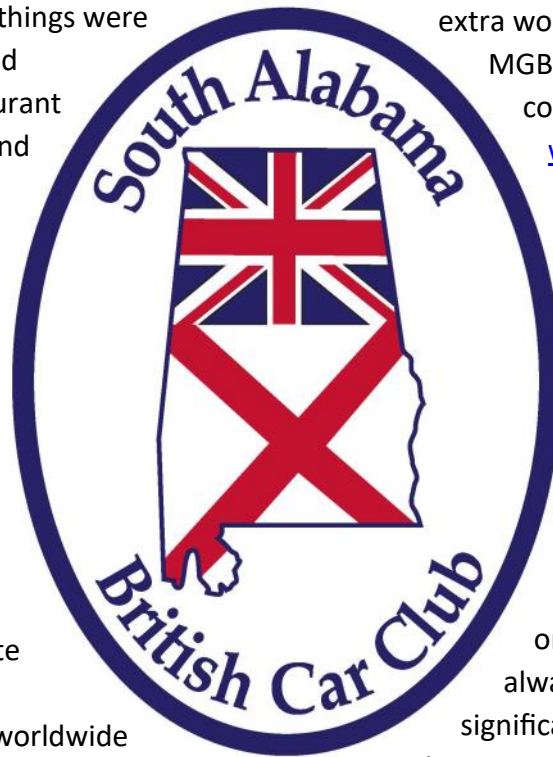


Photo by Noel Eagleson

need at least eight members to qualify and a few extra wouldn't hurt. So if you own an MGB, or not—like member me—consider going to their website, www.namgbr.org, and signing up. It's only \$30 a year. If you do, let me know so we can keep track of our total.

British Motoring Club New Orleans (BMCNO) has found a non-public site not closed to COVID and will be resuming its British Car Day this year on March 26th. Get the details in this newsletter or on our website or theirs. They always show up to our show in significant numbers and we would like to have several of our members go over and bring back a load of their prizes this year. Start making plans and get that shiny four wheeler (or three) ready to go.

Things are getting better—Springtime is just around the corner.

Tom Renick is the president of South Alabama British Car Club. He claims he rarely dozes while driving, even when the roads are not windy and hilly.

On the cover: From left to right, **Don Pritchett** (MGB), **Robb Ogletree** (MGA) **Tom Renick** (Sunbeam Alpine), **Michael King** (MGB), and **Keith Jarvis** (MGB) pose for **Noel Eagleson** before the Feb. 19 Baldwin County drive and lunch.

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.

British Car Festival is Supported by



Jaguar/Land Rover of the Gulf Coast

Activities Calendar

February 22, 2022

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

March 8, 2022

BCF 2022 Planning Meeting, El Rancho Mexican Restaurant, 28960 US-98, Daphne; eat at 6:00 p.m. (on you again); meet at 7:00 p.m.

March 12, 2022

W. F. Green Veteran's Home Car Show, Bay Minette, Ala., 9:00 a.m.—3:00 p.m.

March 19, 2022

Fairhope Arts and Crafts Festival Car Display, sponsored by the Mardi Gras MGs, 9:00 a.m., Bancroft St. between Fairhope Ave. and Morphy Ave.

March 26, 2022

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

April 23, 2022

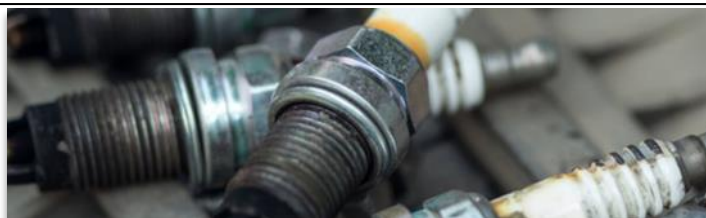
Pensacola Brits on the Bay, [details here](#).

MARCH 2022

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

Sparks

Club and Member News



Baldwin County Tour and Lunch

Don Pritchett, VP, Activities

February's activity was a tour from Five Rivers Delta Center to the Stagecoach Cafe for lunch. Cold temperatures the morning of February 19 must have kept some folks at home. This was their loss because it warmed up quickly and the weather was beautiful!

We had a small but all-British turn out: one Sunbeam, one MGA, and three MGBs. A scheduling change at the Nature Center prevented us from touring the facility, but that may have worked to our advantage. This gave us more time to socialize before hitting the road.

With a little time in hand we stopped at Live Oak Landing on the Tensaw River. The area is filled with picnic gazebos, fishing pond, trails, water access and boat launches. It was a pleasant stop!

We cruised into the Stagecoach Cafe just before the lunch rush and were rewarded with excellent food and service. After dessert there was more time to socialize. **Robb Ogletree** pointed out that we were a group of ROMEOs (Really Old Men Eating Ot). On that note it was time to hit the road again. And a good time was had by all!



The ROMEOs on the banks of the Tensaw River.

photo by Noel Eagleson

John Twist will attend Feb. Meeting

Thanks to SABCC board member-at-large **Ben Cummings**, the club is expecting a very special guest at the February 22 meeting. **John Twist**, of University Motors, one of the world's foremost experts on all things MG, and a really nice guy to boot [*or is that trunk?-Ed.*] is enjoying the milder weather of Gulf Shores, as compared to his Michigan home, and **Ben** invited him to join our monthly gathering.

Some of you will recall **John** attending our club meeting in February 2019, when we were still at David's Catfish House. He gave a very interesting presentation and answered several questions. We expressed our gratitude by naming him an honorary club member and invited him back whenever his schedule allowed.

SABCC looks forward to **John Twist** joining us again, and appreciates **Ben** for reaching out to him. Oh, and here's a helpful hint—arrive early, because we are expecting a full *casa* at Don Carlos!



SABCC president Tom Renick (right) presents John Twist an honorary membership award at the Feb. 2019 SABCC meeting

Results of Activities Survey

Don Pritchett, VP, Activities

If you attended last month's meeting you were asked to fill out a survey of activities that you would like to see on the 2022 calendar. The voting was extremely close top to bottom.

The most requested event was a tie between the return of the Ice Cream Social and driving tours to a lunch destination. Second was also a tie between tech sessions and a trip to Birmingham to tour Barber Museum. Slightly trailing were requests for auto museum tours, garage tours and meeting for breakfast or brunch.

Some of these events are already on the 2022 calendar and the others will be worked in. Suggestions are welcome at any time.

NAMGBR Membership—It Matters

Tom Renick, President

Annually South Alabama British Car Club must confirm that our club has enough members (minimum of eight) participating as paid members of (North American MGB Register) NAMGBR in order to continue our club's coverage of liability insurance. The insurance provided covers all events of the club including our annual British Car Festival at Fairhope United Methodist Church. Please let me know by February 25, 2022 if you are a member of NAMGBR.

NAMGBR is a non-profit organization dedicated to maintaining and expanding interest in Britain's most popular sports car, the MGB, as well as other MG models. The cars they publicize and promote are:

- MGB including MGB GT
- MG C
- MG 1100/1300
- MG Midget 1500

Benefits of being a member of NAMGBR are many including:

- Subscription to the MGB Driver: This is the official publication of NAMGBR. This bi-monthly magazine contains interesting articles and tech-

nical tips.

- Directory of NAMGBR members across the nation which is most beneficial if you are traveling out of state and need help.
- You are helping to provide liability insurance for our club for the year.

Dues are \$30.00 per year. The web site is www.namgbr.org. The phone is (616) 566-3713, and the address is North American MGB Register, P.O. Box 876, Downers Grove, IL 60515-0876.

A huge thanks to those of you who are currently NAMGBR members. If you are not a member (MG ownership not necessary) and would like to join, then see their contact information above.

Time to Start Planning BCF 2022

You might not know this, but SABCC's British Car Festival (BCF) doesn't just happen organically every year. Instead, it takes months of planning and organizing to pull off a successful show.

Fear not, however, because show chair **Brian Daly** and team are already working on BCF 2022, which will be held Saturday, Oct. 22, at Fairhope United Methodist Church.



As you can see by the image above, the featured car this year is the Triumph TR6, which has been the best-represented model at several recent shows.

If you'd like to be on the ground floor of the planning efforts, **Brian** is scheduling a meeting at El Rancho Restaurant in Daphne on Tuesday, March 8. As with our regular club meeting, eating will commence at 6:00, followed by the meeting at 7:00.

Spannering

Advice on Repairs, Parts, and Services

Triumph Transmission Tip

Phillip Herring

The transmission in the Triumph TR2 needed new synchros and bearings, so I had to improvise a system that would allow a 64 year old man to remove and reinstall the transmission by himself.



The first system I came up with involved an engine hoist and two-by-fours. It did not work out because the transmission's center of mass is too far under the dash. After several more attempts I came up with a method that worked great, and I thought it might be helpful to someone wanting to remove/install their Triumph transmission with the engine remaining in the car.

I went to the local hardware store and purchased some half inch threaded galvanized pipe – one 32-inch piece, two 11-inch pieces, two 90-degree elbows, two round flanges, and a small ratchet-type tie strap. First, I had to modify the tie straps by removing the hooks on each end because I needed loops that would slide over the pipe. I cut the hooks off and using a large needle and some #4 cast net twine (I sometimes make cast nets) for thread I sewed two loops that would slide over the pipe. I purchased the twine from Brunson Net Company in Foley. Cast net twine is very strong so I did not worry about it breaking.

I slid each strap over the long pipe and screwed the elbows onto each end. Then, I screwed both of the small pieces into each elbow, installed the flanges, and finally screwed each flange to a 10 inch piece of two-by-four for stability. You can see the set-up on the transmission in the picture.



*Rumors that **Phillip Herring** is seeking a patent for this transmission removal device may not be true, but that's certainly not because it is lacking in ingenuity.*

*photo courtesy **Phillip Herring***

Before unbolting the transmission I took a block of wood and wedged it between the back of the engine and the firewall so that when the transmission was removed from the car the engine would remain in the correct position. You could also put a jack underneath the oil pan using a piece of wood as a pad to hold the engine,

Once I had everything disconnected and the transmission unbolted from the drive shaft and bell housing it only took me about 15 minutes to remove the transmission from the car. It took about twice as long to reinstall it but I was doing it by myself and I had to get it into position before I could put the strap around it.

The apparatus takes the full weight of the transmission and that makes it easy to rotate in order to get the clutch shaft to clear the floor board. Once you are finished using it you can simply take it apart and pack it away. *[Phillip, thanks for sharing this highly-creative solution with our readers!-Ed.]*

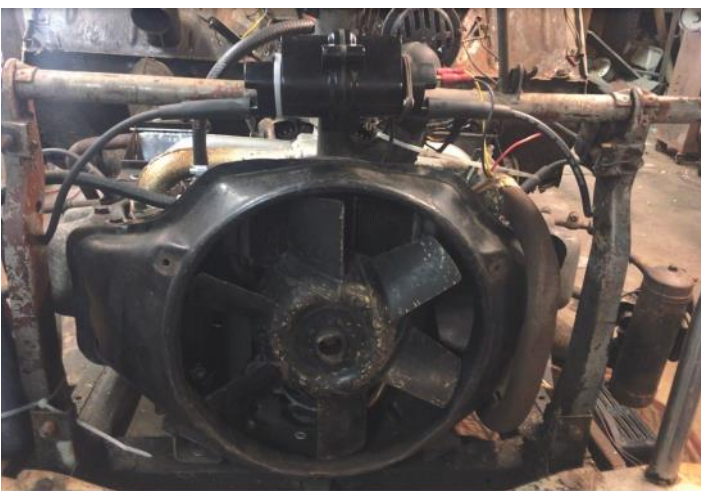
Pierre's Wisdom

Pierre Fontana

OTB (Other Than British)

A few of our members have other than British iron. The French had their version of the VW, called a 2CV, an abbreviation for 2 horsepower. Restrictive tax laws have kept down the size of European engines (WE don't know how lucky WE are).

This small car has a two-cylinder air-cooled engine looking much like an aircraft engine (see photos below); in fact it is used in ultra light aircraft. It is of hemi-head design and produces much more than two horses.



The one on which I am working has sat in storage for many years, so it required the usual brake work, tuning, and electrical sorting to come alive, but it is



All photos courtesy **Pierre Fontana**

alive and well.

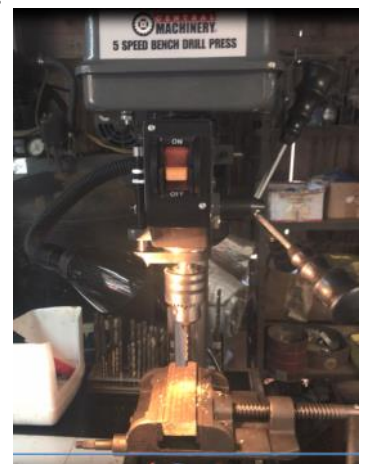
When comes time to fabricate small parts, you can't go to nearest junk yard. Heat from the cylinders is routed from two sides in winter for defrosting and heat to the passengers. I had to duplicate one of the small trap doors (see picture, right).

When working with thin metal it helps to have the right tool. I enjoyed a newly-acquired drill press thanks to a friend. Take a good look at it (below)—it came from Harbor Freight.

You can't beat it for quality or price. I recently purchase a small MiG welder; for the small jobs we need to work on small foreign cars it is ideal. When I ran a full size garage I needed heavy equipment. Now, "amateur" size is perfect.

We're getting close to driving the 2CV. I just need to drop the gas tank to flush it, and to revamp old and cracked flex conduit.

Pierre Fontana is an SABCC technical advisor.



Spare Parts

Cars of the BMC

[Note from Ed.: *Terry Trovato*, regular "Spark and Spanner" contributor, said he recently "bumped into a great website featuring every vehicle manufactured by the British Motor Corporation, many of which would be considered rarities by us folks across the pond." He suggests we run a photo and brief description of some of the cars from time to time. Ed. heartily agrees.]



Austin A40 Devons

previewed by the UK press at the Paris Motor Show on October 1947, who expressed immediate disappointment at the car's conservative appearance. More than 450,000 were built before the model's replacement in 1952 by the Austin A40 Somerset.



Wolseley 15/60

The **Wolseley 15/60** is an automobile which was produced from 1958 to 1961, and then, as the Wolseley 16/60, from 1961 to 1971. The 15/60 was the first of the mid-sized Pininfarina-styled automobiles manufactured by the British Motor Corporation. Launched in December 1958 as part of BMC's Wolseley brand, the design would eventually be shared with seven other marques. All of the cars were updated in 1961 with a larger engine and new model designations. The Wolseley 16/60 was the last, in production until April 1971.

The **A40 Devon** is an automobile marketed by the Austin Motor Company from 1947 to 1952 – the first post-war saloons to be produced by Austin – featuring a mix of old and new technologies. They were



Austin A40 Sports

The **Austin A40 Sports** debuted at the 1949 London Motor Show as a four-passenger, aluminium-bodied convertible version of the Austin A40 – carrying an Austin of England nameplate, bearing the marque's Flying A hood ornament, and designed and manufactured in conjunction with Jensen Motors. Production of the A40 Sports, which was intended as a sporty touring car rather than a true sports car, began in November 1950 for model year 1951. By the time

Cars of the BMC, continued

production ended in 1953, approximately 4,011 examples had been produced.



Riley Pathfinder

First presented at the London Motor Show in October 1953, the **Riley Pathfinder** replaced the RMF as Riley's top-line car. Designed as the "RMH" just before the 1952 merger of Riley-parent, the Nuffield Organisation, with Austin to form BMC, the Pathfinder is seen as the last proper Riley car. It used Riley's 110 hp 2.5 L twin-cam, "Big Four" straight-4 engine fitted with twin SU carburetors and had a separate all-steel chassis with coil spring rear and front torsion bar independent suspension. From 1956 an over-drive gearbox became optional. The 12-inch Girling drum brakes had a Clayton Dewandre Vac Hydro Servo fitted as standard.



SABCC-er and Jaguar owner **Tommy Hartwell** sent a photo of Hartwell Jaguar in Bristol. Sorry, **Tommy**—it has a new owner.

Auction Roundup—Triumph TR6

1969 Triumph TR6



Sold for \$39,500 on Bring a Trailer

SABCC member Scott Paradise achieved a very strong result on his Jasmine Yellow over black early TR6, befitting the quality of the work done on the car.

1974 TR6



Sold for \$24,000 on Bring a Trailer

The subject of a frame-off restoration, this Maple over tan TR6 sported Mazda Miata seats and a rebuilt engine. The seller needed to move the car and set a low reserve; the result was seen as a bargain.

1975 TR6

Sold for \$51,000 on Bring A Trailer



This blue over tan car is very pretty, and shows just 35k miles, but the price appears to be the result of two bidders with deep pockets and shallow sense.

1972 Triumph Stag

Sold on Hemmings for \$8,750

This is not a TR6, but it is a Triumph, and it has wide whitewalls. Take that, TR6's.



Weak and Rusty

Michael King, Editor, *Spark & Spanner*

It's Almost Show Season

In case you've not noticed, the last couple of years have been weird [*thanks, Capt. Obvious-Ed.*]. Our usual spring cycle of shows—Fairhope Arts and Crafts, New Orleans, and Pensacola—was rudely interrupted.

However, as vaccinations and immunity increase, we are once again to the point that normal (more or less) activities can resume. For British car devotees in the northern Gulf Coast, that means the three events I mentioned above are now back on our calendars. Even better, unlike years where this has not been the case, the Fairhope and New Orleans events do not conflict, but are on successive weekends.

While the dates for all three events, and web links for the New Orleans and Pensacola shows, are included on p. 3, comments about each are appropriate, since some of our newer members have not attended any of them.

The **Fairhope Arts and Crafts Festival Car Display** (March 19, 2022) is just that—a display. No admission fee is charged, no judging or voting on cars occurs, and no prizes are awarded. It's just an opportunity to get your British car out for the day, and even better, to have a great place to park to attend the arts and crafts show, which closes several streets in downtown Fairhope so that a couple of hundred artists and craftspeople can display, and sell, their wares. Expect to see paintings, photographs, sculptures, glassware, pottery, textiles, and almost anything else you can imagine. The car display is sponsored by the **Mardi Gras MG Car Club**, and they even invite the area Porsche and Italian car clubs.

New Orleans' **British Car Day** (March 26, 2022) is a proper British car show, hosted by the **British Motor- ing Club of New Orleans**. For many years, the show was held on a community college campus, but after two years of COVID restrictions, the club is moving



the show to St. Mary Magdalen Church in Metairie. The registration fee prior to March 16 is \$30; afterwards, it will be \$35. (I'd strongly encourage pre-registration; this show typically has not had its registrars at the entrance, meaning one must park outside the show field, walk to registration, then walk back to one's car.) A complimentary breakfast and a guest speaker are offered to participants, as well as tea and desserts for the ladies. Special rates are available at the Ramada Metairie.

Brits by the Bay (April 23, 2022) is held in Seville Square in downtown Pensacola. Final details have not yet been posted to the website of the host club, the **Panhandle British Car Association**, but the event follows the usual car show format, with awards in various classes decided by popular vote. The registration fee is \$25 in advance and \$30 day of show. A complimentary pre-show dinner will be held Friday evening at the Museum of Commerce on Zaragoza St., near the show site.

More details on these events, including opportunities to travel in convoys to New Orleans and Pensacola, will be announced at club meetings, in the March "Spark & Spanner," and in emails to members.

Please plan on attending these events—even if your car is not a show winner. Our club president's statement notwithstanding, the goal really is not to bring back "a load of their prizes," but to see old friends, make new ones, and learn about this great hobby.

31st Annual British Car Festival Celebrating the MGA



October 23, 2021 • Fairhope, Alabama

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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.

Sources and Resources

Thank you to everyone who has sent *Ed.* their list of automotive suppliers, shops, and other resources. In order to ensure the list is as complete and accurate as possible, *Ed.* will continue to accept submissions until March 10, 2022. Needed information includes products or services offered, contact information (with website if available), and your comments. The directory will be sent in mid-March.

And now, for something completely different . . .



Yes, that is a Range Rover body, and yes, it's for sale (sans engine and transmission). No, Ed. is not sharing the seller's contact information. Blame Peter Lee for submitting this photo.

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**.