

# Spark & Spanner

The Official  
Publication of  
the South  
Alabama British  
Car Club

January 2023



# From the President

Tom Renick

## The Best is Yet to Come

While the days of January may seem like the days of any other month, still there is an aura of hope of new things to come—like new tires, new battery, new paint job—things that didn't happen last year.

Half way through the month though, we've broken all our fanciful New Year's resolutions and now we can get back to reality.

Since no one volunteered to run as VP-Activities during the last election, it has fallen to the Executive Committee to appoint someone to fill that spot. Luckily, we found a willing person and have appointed longtime and steadfast member **Dave Roloson**. He is following **Don Pritchett** who served superbly for many years and has left big shoes to fill. We note that **Dave** has Jaguar-sized feet [*huge-Ed.*] and should have no problem filling those shoes. Help him along by suggesting some interesting activities you 'd like to see.

Shortly, you should be getting your new copy of the club directory. **Rick Black**, VP-Membership, and his very capable wife **Ginger**, have worked diligently to sort it all out. Let them know that you really appreciate this labor of ink.

A very special event is in the advanced planning stages and because of its short fuse, we want to mention it here as well as elsewhere in this newsletter. We are sponsoring world-renowned



Photo by Noel Eagleson

MG expert **John Twist** to conduct an all day MG tech session for us on Saturday, February 4th.

YOU WILL BE GLAD YOU ATTENDED EVEN THOUGH YOU MIGHT NOT HAVE AN MG, so pencil it on your calendar now [*and let us know you're attending-Ed.*].

Be on the lookout for new members; you never know where one might pop up. I was taking my usual vigorous walk around the block the other day, and around the corner toward me came an MGB. Turns out it was a neighbor from up the street with an always-closed garage door. I stopped him and told him about our meetings and here's hoping that he might show up some day.

The kick-off British Car Festival meeting is happening soon, so surely several of you can't wait to help out. See **Brian Daly**, Chairman, to be a part of the grandest BCF yet.

*Tom Renick is the president of SABCC. He doesn't usually stop people in the middle of the road, but for British car owners, he makes exceptions.*





## SABCC Club Officers

President	Tom Renick
VP-Membership	Rick Black
VP-Activities	Dave Roloson
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

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Membership in SABCC is open to anyone with an interest in classic or modern British cars, and dues are only \$20 per year [no inflation here-Ed.].

British Car Festival is Supported by



## Activities Calendar

### January 24, 2023

**SABCC Monthly Meeting**, Don Carlos Restaurant, Daphne, eat at 6:00, meet at 7:00. Dinner is on your tab.

### February 4, 2023

**Tech Session, featuring John Twist**, The Eagleson's "Garagemahal," 25604 Friendship Rd, Daphne. 9:00 to 5:00, no charge other than what you choose for lunch.

### February 7, 2023

**BCF Planning Meeting**, El Rancho, Daphne, eat at 6:00, meet at 7:00. Dinner is, again, your treat.

### February 28, 2023

**SABCC Monthly Meeting**, Don Carlos Restaurant, Daphne, eat at 6:00, meet at 7:00. You still get to pay.

### March 18, 2023

**Fairhope Arts and Crafts Car Display**, see p. 5.

### March 25, 2023

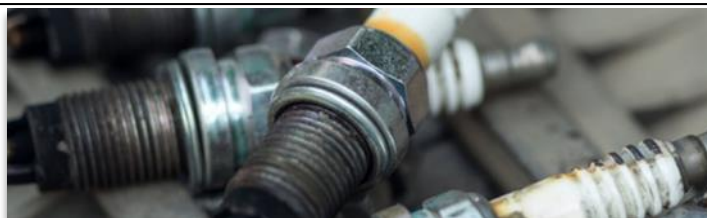
**British Car Day**, New Orleans, see p. 5.

## FEBRUARY 2023

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

# Sparks

## Club and Member News



### VP Membership Appointed

As outlined in the Nominating Committee report (see "[Spark & Spanner](#)," November 2022), longtime VP-Activities **Don Pritchett** retired at the end of last year. A regular slate of activities is essential to member involvement and the vibrancy of the club, so the SABCC Executive Committee appointed **David Roloson** as the 2023 VP-Activities, consistent with Article 2, Section D of the Bylaws.



*Dave loves activities, especially when they include baked goods.*

**Dave** and his wife **Karen**, an accomplished artist, joined SABCC in 2018. He has owned a variety of collector cars, and is currently the caretaker of a 1961 Triumph TR4, which he restored.



*Dave's TR4, "Mrs. Emma Peel."*

### John Twist Tech Session will be First 2023 Activity

One of the world's leading experts on all things MG, **John Twist**, is a regular winter visitor to our area, and SABCC has seized the opportunity

[and a seized opportunity is better than a seized engine-Ed.] to have him conduct a live, in-person

tech session at the Cunningham - Eagleson Garagemahal on February 4. The event will begin at 9:00 a.m. with coffee and baked goods provided by the club [see photo, left-Ed.]. A group lunch will be held at a nearby restaurant, after which the session will resume until 5:00 p.m. If you want to attend, you must get on the list, which you can do [here](#).

The focus of the session will be the tuning of SU carburetors [or "carburetors" for us Yanks-Ed.] with **Dick Bishop's** mechanically-original 1966 MGB being the subject of **John's** ministrations.

So, to recap:

*What:* Tech Session featuring John Twist

*When:* Saturday, Feb. 4, 2023, 9:00—5:00

*Where:* Garagemahal, 25604 Friendship Rd., Daphne, AL, 36526

*Cost:* **Free**, other than your lunch

*RSVP:* Required, to allow adequate planning

Even if you do not own an MG, you do not want to miss this opportunity. John is as engaging and personable as he is knowledgeable.



*John Twist receives an honorary SABCC membership from Tom Renick.*

# Around the Bend



## Busy Spring Ahead

2023 is starting off with a bang [OK, *let's hope not literally-Ed.*] with the **John Twist Tech Session**, but the upcoming months look to be busy as well.

Here are a few highlights of activities and events in the months to come:

- **SABCC British Car Festival 2023 Planning Meetings** will resume Feb. 7, 2023 at El Rancho in Daphne (eat at 6:00, meet at 7:00).
- **Fairhope Arts and Crafts Festival Display**, March 18, 2023: Sponsored by the Mardi Gras MG Club, this event is a non-judged display of British cars (with the Germans and Italians invited on occasion). The site is on the campus of Coastal Alabama Community College on Bancroft Street, north of Morphy Ave. Not only is it free, but it offers the best parking for the Festival, featuring more than 200 artists.
- **New Orleans British Car Day**, sponsored by the British Motoring Club of New Orleans, March 25, at St. Mary Magdalen School, 6421 W Metairie Ave, Metairie, LA 70003. Registration is open from 9:00 to noon, and SABCC caravans to the site.
- **Brits on the Bay**, sponsored by the Panhandle British Car Association, April 14 (pre-show dinner) and 15 (car show). The dinner is held at the Museum of Commerce in downtown Pensacola and the show is nearby at historic Seville Square. Show registration opens at 9:00, and as with the New Orleans event, SABCC caravans to the site. More info [here](#).

- **Gathering of the Faithful (GOF) South 2023**, April 20—23, Gainesville, FL [Go Gators!-Ed.]: Considered the premier event for the MG marque, **Noel Eagleson** tells *Ed.* this year's event will be one of the closest to us in years, and will be of special interest to MGA and MG-T owners. The North American MGA Registry (NAMGAR) is a partner in this year's show and the GOF South will be a NAMGAR Regional Event. The fee for one MG and two people is \$60; you may also attend without registering a car for \$30 per person. For details, click [here](#).

Upcoming events for which details are pending include the Club Picnic, usually held on a Saturday in May; the Silverhill Veteran's Memorial Show, usually held Memorial Day weekend, and a possible tour of a private car collection in Florida. Watch "Spark & Spanner" and your email as these and other activities move past the conceptual stage!

*Everyone needs a 5 gallon gas can if one has a British car. Many of them don't get driven near as much as they ought to be, and when taken out, don't quite make the complete circuit. We don't always carefully check the petrol level. Sometimes we think the gas is sufficient, but the gauge doesn't work just now (will be fixed first chance), or we misplaced the graduated tank stick.*



*Having a can or maybe two around is smart thinking, but possibly some about the club take it to extremes. Maybe they have five or ten cans about. Possibly they will adopt any orphan can they find.*

*Such a can was recently rescued as a derelict, but with a little cleaning can become a proper tool in someone's garage. Can't recall where this photo was taken, but someone apparently will collect about anything. [Submitted by Tom Renick, who might be that "someone"-Ed.]*



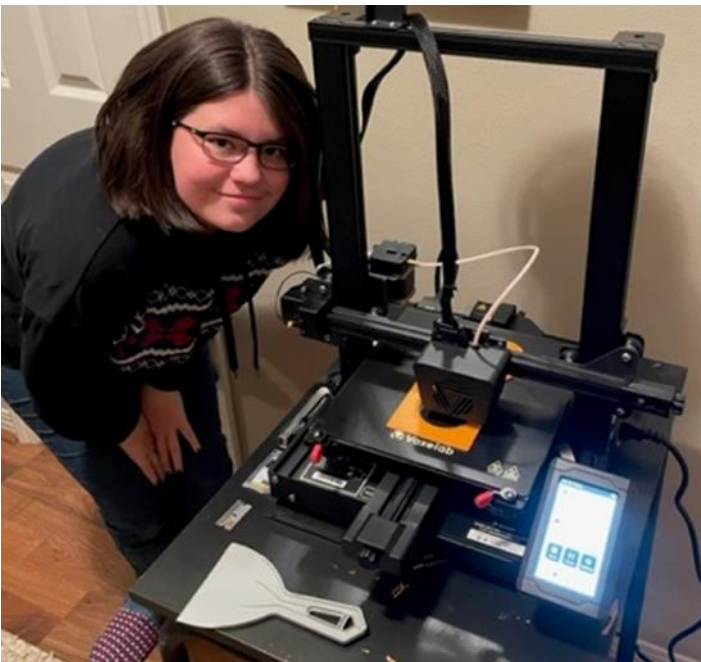
# Spannering

## Advice on Repairs, Parts, and Services

### British Cars and 3D Printing

article and photos by **Peter Lee**

So let's say you buy your daughter a Cooper S for her first car but your mean wife [*careful-Ed.*] doesn't like the idea of adding a cold air intake because your daughter doesn't need that kind of power. What do you do to be a good husband but get the intake you, I mean she, wants on her first car without writing your own death sentence? You start a journey into the world of 3D printing.



Mattie with her ~~dad's~~ Christmas gift.

Lately, Mattie is kicking around the idea of being a mechanical engineer. So for Christmas this year we were looking for an encouraging, educational gift that could help move her forward. Needless to say, we surprised her with her own 3D printer. These have been on the market for a few years but are becoming very reasonable to afford.

The PRO model we picked was just shy of 300 bucks and with a 20 - 30-dollar roll of filament, and a few open-source programs, we were up and printing kitty cats and dragons. But before you start thinking about printing an engine block on the kitchen counter, let's talk about the technology.



Dragons and kitty-cats.

There are really two types of 3D printers hobbyists are using today: Vat Polymerization and FDM. FDM (Fused Deposit Modeling) is what I selected for our adventure, first because of the ease/value of the units, and second from the advice of more experienced printers. Think of a super-tiny glue gun that draws your design by layers. The strength and quality of the printed item depends on the filament type and operational variables like nozzle size, speed, and extrusion temperature you set.

The other main type is Vat Polymerization-style printing. It is also known by other names (DLP, MDLP, SLA) depending on the light source type and some other details. But it involves a photoreactive solution in a vat where the light activates the hardening of the resin in particular areas as the part is slowly lifted out of the fluid. This forms a more detailed part than the FDM process but has some drawbacks. You cannot change color without changing out all the fluid, they are messy, the fluid is hazardous when uncured, and they are noticeably more expensive than the FDM machines.

*(article continues next page)*

### 3D Printing, continued

There is another process gaining popularity called Selective Laser Sintering (SLS); it is a much more expensive process like the light technique but uses a laser and metal powder. It does win with the ability to make a stronger part more quickly and even works in metal. It is more likely the instant part solution that we all dream of.



*The printer in action. Note the honeycombing on the back of the part.*

The real secret to this process is the software. Anyone familiar with Autocad can quickly get into drawing their own designs and Autodesk (makers of Autocad) also has a Fusion 360 modeler program for the hobbyist that is a free download. There are also a ton of pre-made items you can download from all over the web, like the file for the R53 Cooper S Stealth Intake [sounds fast-Ed.]. But the real magic is the slicer. That is either a stand-alone program or built-in as with Fusion, that takes your solid object drawing file and honeycombs the interior for strength. Then it converts the 3D object to individual slices that the printer will then follow to make the part. You can see in the picture above the honeycomb support structure printed internally in the thicker sections of the intake parts.

These are all settings that you can also tweak and hone to your exact needs, balancing lightness and strength. The program Prusa Slicer was recommended to me but we have found the one for our specific printer works very well and suits our current, simpler needs.

Once you have the drawing converted to the print file you just download it to the printer and watch it go. Print times vary but the parts shown here took about four hours to print.



*The parts nearly ready for installation.*

[Thanks for this interesting and informative article, Peter. I'm already discovering with my newer cars that a) more parts, both in the interior and under the bonnet, are made of plastic; b) plastic deteriorates with time, UV radiation, and heat; and c) parts houses do not always carry the parts I need. 3D printing will help fill the gaps. -Ed.]



The Best of

# Pierre's Wisdom

Pierre Fontana

## Technology and Your Pocketbook

Even though I closed my business years ago, and work from home, I still get lots of literature and equipment offers. What use to be a banal visual check or simple tool testing is replaced by expensive machines with computers and readouts. The customer doesn't stand a chance; the checkup has to pay for that machine, and the “readout” can suggest expensive repairs or replacements.

From experience, I can tell the magazine articles are “brainwashing” material for the shop owner to purchase a money-maker. I remember a salesman trying to make me purchase a \$17,000 SUN Diagnostic machine and explaining to me that I should hook up every customer to it as they walk in, regardless of whether they need it or not. They left the thing with me for a month to get me used to it so I would not be able to do without it. They are nice, but a good mechanic can substitute a volt/ohm/amp/meter, vacuum gauge timing gauge and in time get same result and still have his \$17,000. So, the moral of the story is be careful of fancy shops, the equipment has a price.

I usually refuse to work on cars I am not familiar with, but one of my Volvo customers has a Mini Cooper S. I was curious to look at one anyway, and the dealer scared him to death on an electrical problem, so I let him come by with no promise. It was the first “British” car I've seen with German everything, even the battery, but a car is a car and I have tools to test electrical stuff.

My surprise was a big speedometer and NO gauges. You can't keep an eye on anything, like the old VWs. He had to read the book to figure how to

turn some idiot lights on in case of failure, sad for a “Sports” car, I like to see changes before a catastrophe.



*Mini Cooper speedometer and engine bay (online photos)*

To make a long story short, at first I believed he had lost the alternator, which I could not see by the way, as it is well hidden. Turning ON all accessories and lights would show a small charge, which was weird. No charge showed any other way. I found the battery in the back—white, neat, with all German markings. I could not find a date, but it had a small plastic round window, and in German it said if the window yellow the battery is Kaput. I connected a battery charger to it, we fired it up and went to O'Reilly, installed a new battery and the Mini was happy. I feel for both the Mini mechanic and the owner's wallet, as that is a crowded engine compartment.

*Pierre Fontana is a technical advisor for SABCC. This article first ran in June 2014.*

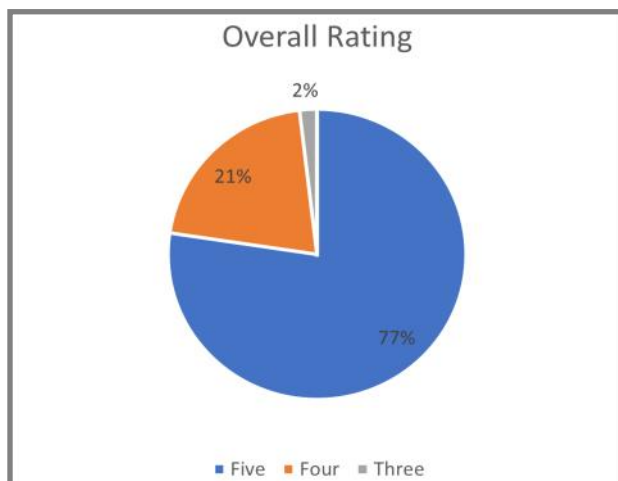


# Spare Parts

## “Spark & Spanner” Reader Survey

In December, *Ed.* released a Reader Survey to you, the faithful followers of this publication. Fifty-three of you were kind enough to respond, and the complete, unvarnished results are now presented for your consideration.

First, “Spark & Spanner” is generally well-received, despite *Ed.’s* lame attempts at humor [*humour?-Ed.*]. The initial question asked how well the newsletter **met your expectations**, and on a scale of one (fish-wrapper) to five (exceeds), the average score was 4.75, with 77 percent rating it “Five” and 21 percent rating it “Four” [*I might ignore the one “Three”—OK, not really.-Ed.*].



The next question asked you to rate the **layout** of “Spark & Spanner,” using a similar scale. Here, the average score was 4.66, with 38 “Fives,” 23 “Fours,” and three “Threes.” While still very favorable, *Ed.* is experimenting with fonts in this month’s issue, with the goal of improving readability [*let me know what you think-Ed.*].

The remaining questions asked you to rate the importance of the various **sections** of “Spark &

Spanner.” Your responses are summarized in the table below:

Section	Avg. Score	Percent "Five"
Sparks (club and member news)	4.69	82%
Spannering (tech and repairs)	4.60	68%
Gotcha (car buying stories)	4.48	64%
Around the Bend (coming events)	4.70	76%
Feature Stories	4.44	64%
Classifieds	4.33	61%
Auction Roundup	4.17	58%
Weak and Rusty ( <i>Ed.’s</i> column)	4.57	76%
Completely Different (funny photo)	4.62	74%

Finally, *Ed.* included an open-ended question asking for comments and suggestions. Everything received is included below, with only minor editing of spelling and grammar:

- *Great job!*
- *Maybe new items like profiles of different cars or makes. But saying that I need to write you some to share the load.*
- *I love it!! Thank you for your effort and service!!*
- *More of the same.*
- *One of the best newsletters I've ever had. Keep it up!*
- *Some more how-to columns would be good.*
- *Just keep up the great work!*
- *YOU are doing great, I tried it for the AACA, not easy to meet deadlines and fill up pages.*
- *I think it could be published on a quarterly basis and include more events information, like car shows elsewhere with information to encourage people to attend.*
- *Love it. Great writing even if no one submitted anything to you. Thank you.*
- *I have been involved with British Car Clubs for 40 years and “Spark & Spanner” is by far superior to any I have ever seen published by other organizations. It literally has “something for everyone.” There are two*

(article continues next page)

## Survey Results, continued

types of persons who own British cars today: those that could never afford one in their younger days, have one now and enjoy all of the technical aspects of trying to determine what makes it tick, [and] then there are those who years ago bought a British car from an authorized dealer, drove it, enjoyed it, but always had it serviced by others and was certainly not a gearhead and had little or no mechanical ability. The great thing about "Spark & Spanner" is that it literally contains superb articles that appeal to both audiences. The Editor is knowledgeable, witty, and always knows what he is talking about. This lends great credibility and acceptance to the publication. The Club is very fortunate to have an Editor of this caliber.

- Solicit member stories about "the one that got away."
- I would like to see a regular interview feature. Members with interesting cars or LBC-related life stories could be interviewed by Ed. or Ed.'s assignees. You could even extend interviews being members. Just a thought.
- Thank you, Ed., for all your good work on our newsletter. It's more like a magazine anyway. Please Our Lord, bless you and your loved ones in peace, joy, good health, prosperity, and happiness this Christmas and all in 2023 and beyond.
- Merry Christmas and Happy New Year to your Family
- I look forward to each issue and enjoy every page.
- Could we have more technical tips and advice. perhaps expand upcoming events including national events, etc.?
- Michael King does an outstanding job on the newsletter. It is a lot of work. He captures what is going on plus has many aspects of information for those who have cars. Superior work.
- More technical articles about how to improve our cars.
- On those with a 4 is only because I'd like to see more. Great job Ed.
- I think you cover all the areas that I find interesting. I am amazed at your ability to put it out on a monthly basis. I have been telling myself for years I need to write the story of how I found my '57 Austin Healey 100-6 back in the 70's. Maybe I can set it as a New Year's resolution!!!
- Keep up the good work and thanks for what you do for the club.
- You are doing a great job. Thank you for all your efforts.
- Keep up the great work. I'm happy with it.
- Keep up the good work.
- Maybe recycle some maintenance or repair articles from older issues which are still relevant or a special memory from the same month from years gone by - much like Facebook regularly shows you old memory photos.
- DOING FINE
- I love the newsletter!
- Post announcements on planned drives well ahead for planning purposes. Thanks.
- Appreciate the high level of effort expended in putting it together! I always look forward to receiving it.
- Maybe we could add a section titled Monthly Road Rally. A date, time, location, and route could be given. Whoever wants to go would just show up and at the end [we] would eat lunch.
- I think you do a great job for us all. Always enjoy reading the "Spark & Spanner!"

Your participation in the survey is much appreciated, and your input will be used to improve "Spark & Spanner" (and the club). For Ed.'s thoughts on the survey, please see "Weak and Rusty" on page 12.



## Car for Sale

### 1978 MGB Roadster

Here is a beautiful 1978 MGB Roadster that I have owned for over 10 years. Originally a California car, I have had it resprayed in original white color, fitted a new soft top, a leather interior and renewed the carpet. I also added new Mini Mag wheels and rebuilt the braking system and much more. The car has electronic ignition and starts and runs great.

My asking Price is \$9,000 ono and the car can be viewed and driven in Fairhope. The only reason for selling I have purchased a 1967 Jaguar XK-E coupe and do not have storage for both cars.

Please contact me on my cell phone.

**Jack Steinmetz, 713 851 7609**



## Auction Roundup—Woodies

*[Exposed exterior wood was used by manufacturers in the U.K. long after US companies moved to the fake stuff-Ed.]*

### 1967 Innocenti Mini T Estate



**Sold** for \$23,000 on Bring A Trailer

*This burgundy over gray estate was built in Italy under license from Mini and restored in the 2000's, with an engine upgrade to a 1275cc. Commenters considered it well-bought at this price.*

### 1953 Austin A70 Hereford Countryman



**Sold** for \$8,500 on Bring a Trailer

*Sure, this cream and black over brown leather Countryman had issues, including failing paint, issues with the wood panels, corrosion, and torn seat cover, but its underlying charm is undeniable. One hopes it will be restored again, as it was in the 1990's.*

### 1971 Morris Minor 1000 Traveller

**Sold** for \$13,250 on Bring a Trailer



*In the unusual scheme of light green over dark blue, this Morris needed some cosmetic refreshing and had evidence of corrosion repair, but was in sound running and driving condition, and the price was seen as market-appropriate.*

# Weak and Rusty

Michael King, Editor, *Spark & Spanner*

## Interpreting the Survey

As reported on pages 9 and 10 of this issue, you, the readers of “Spark & Spanner,” recently completed a survey about this publication. The above-referenced article was deliberately just a report of the results, including the scores for the ranked questions and the verbatim comments. This column is a brief interpretation of those results.

First, let me thank 53 of you for taking the time to complete the survey. I’d thank each of you in person, but for the most part, I do not know who you are. I did not capture the email addresses of the respondents, nor did I ask you to identify yourselves in any way.

Second, I am most humbled by the ratings and the many kind comments on my work. Since your responses were, as noted above, anonymous, I can only assume that most of you actually are happy with “Spark & Spanner.” When I took over for *Ed. Emeritus Rodney McDonald*, who in 2019 earned the North American MGB Registry’s Ken Smith Newsletter of the Year Award, I knew I had big shoes to fill [*even bigger than Jaguar-sized-Ed.*]. Fortunately, Rodney left me a solid foundation on which to build, and I appreciate him for setting the expectation in SABCC of a strong newsletter.

I find the overarching themes of the survey results to be that you want to hear, first and foremost, about club activities and events, and second, want more technical information and advice. These areas of focus were clear in your ratings of the newsletter sections and in your comments.

You will notice that the “Around the Bend” section has reappeared in this issue. Spring has always been



the busiest time of the year for SABCC activities due to the Fairhope, New Orleans, Pensacola, and Silverhill shows, as well as our club picnic in May, not to mention planning for our October British Car Festival, but I will try to focus more on all upcoming events.

I really enjoy technical articles, especially when folks smarter than me write and submit them. **Peter Lee’s** article on 3D printing is an excellent example. If you have knowledge to share, please do so! Don’t worry if you sometimes misspell words or use improper grammar—I was a History major in college, and I can usually find and fix any mistakes you might make [*and, at times, even my own-Ed.*].

Finally, and I hope I do not offend anyone when I say this, but I want to thank you for being bought in to the importance of a local club newsletter, versus the national publication some of you may get that compiles submissions from clubs across the country. I know that to be true because every month, club members send articles or photos, suggest stories I should include, make comments on our Facebook page, or share your suggestions with me, at club meetings or events, or via text or email.

Now, if only I could get that NAMGBR Ken Smith Newsletter of the year award . . .



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



October 22, 2022 • Fairhope, Alabama

## Thank you Sponsors!



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 University Motors Online  
 W. R. Bishop  
 Zimmerman's Technical Services

## 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 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 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](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 . . .



*Laissez les Jaguars rouler? Here's proof that even British cars know how to Mardi Gras. This photo of the recent Dauphin Island parade was sent by SABCC member **David Menaker** (shown with his wife **Dannette** in the inset photo, upper left). No word on what he threw. [By the way, X27 is the Jaguar model designation for the XJS series-Ed.]*

## Spark & Spanner

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