

Spark & Spanner

The Official
Publication of
the South
Alabama British
Car Club

February 2023



From the President

Tom Renick

Blam, It's Spring

One morning last week (although not very early), with a cup of freshly-brewed coffee in hand, I flung back the kitchen window sash and “Blam,” there was Spring. Almost overnight it seemed, the azalea blooms popped out, and live oak leaves were smothering the patio as new sprouts pushed them off their twigs. I, for one, am ready since that freezing snap a short while back ruined most of the camellia buds for this year and left me with a gloomy garden.

Otherwise, automobile-wise that is, SABCC's Activities group has gotten us off to a splendid start for the year. VP Activities **Dave Roloson** with point man **Ben Cummings** scheduled in world-renowned MG super guru [and honorary SABCC member-Ed.] **John Twist** for an all-day tech session at the **Eagleson's** Garagemahal. The subject of this dipstick-to-voltage regulator examination was none other than our very own **Dick Bishop's** MGB “Brooke.”

Once **John** got started wrenching, I was becoming a little concerned that he had enough time to put it all back together again. Silly me. BTW, **Dick** reports that “Brooke” runs better than she ever did. Hope he was paying attention to what **John** did...

Recognizing the value of this session, interested persons from all three British car clubs in the area crowded in. We ran out of rented chairs and garage chairs and wound up with standing room



Photo by Noel Eagleson

only. **John** showed us some “for your eyes only” tune-up tricks which resulted in much ooh's and ah's of amazement. Now if only we can remember them all [Two “poor memory” references. Is he projecting?-Ed.]. The tech session was definitely a “not to be missed” occasion, but hopefully not a once in a lifetime event.

Planning for this year's British Car Festival (BCF) is commencing under the tutelage of Chairman **Brian Daly**. Some volunteer spots are still available, so give him a call and get involved.

More good news from the home front. Two of our sister British car clubs are on the schedule with their own shows this year. Panhandle British Car Association's “Brits by the Bay,” will roll out April 14-15, 2023 (www.PBCA1.com). Also, British Motoring Club New Orleans will take the field March 25, 2023 in Metairie (find them on Facebook). I would like to encourage all our members who can, to register cars and attend both these shows if possible [see links on p.3-Ed.].

This year is looking like a good one. And with a little help from everybody, it can be a great one.

Tom Renick is the president of SABCC. He claims only his garden is gloomy.



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
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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

February 28, 2023

SABCC Monthly Meeting, Don Carlos Restaurant, Daphne, eat at 6:00, meet at 7:00. You pay if you eat.

March 4, 2023

Scottish Festival and British car display, Panama City Beach, FL. Free entry if displaying a car. More info [here](#).

March 18, 2023

Fairhope Arts and Crafts Car Display, 9:00 a.m. (or when you arrive, until you're ready to leave. Enter from Bancroft St. north of Morphy Ave. No fee.

March 25, 2023

British Car Day, New Orleans, registration form [here](#). Fee to show a car is \$30 until March 16, \$35 thereafter.

April 1, 2023

April Fools Day Poker Run, details to be announced soon, but hold the date!

April 15, 2023

Brits by the Bay, Pensacola, registration form [here](#). Fee is \$25 in advance 16, \$30 day of show.

March 2023

Sun	Mo	Tue	We	Thu	Fri	Sat
			1	2	3	4 Scottish Festival
5	6	7	8	9	10	11
12	13	14	15	16	17	18 Fairhope Arts
19	20	21	22	23	24	25 New Orleans
26	27	28 Club Meeting	29	30	31	

Sparks

Club and Member News



We're All MGB Experts Now

photos by Robb Ogletree

So “MGB experts” might be an overstatement, but the 57 people who attended the February 4 Tech Session at the Garagemahal certainly know a lot more about MGBs than we did before this day-long seminar led by a true MG expert, **John Twist**. With **Dick Bishop’s** 1966 MGB as the subject of his mechanical makeover, **John** spent an entire day completing a remarkable transformation, all the while entertaining his audience with advice, stories and general good humor.



A colorful array of British cars at the tech session.

After everyone had a chance to get a cup of coffee, and a doughnut or two, **John** began the morning with a refresher on shop safety. Other than the possibility of being crushed to death, electrocuted, suffocated, incinerated, disfigured, lacerated, or maimed, garages are very safe places to be. **John** illustrated his admonitions with real stories of people who met unkind fates. He also reminded us that shop cleanliness is important to shop safety and one’s overall happiness and joy.

Turning his attention to Brooke, **John** began a sys-

tematic procedure described in a handout he distributed. He began with preliminaries, including the basic health of the engine, its emission system, the condition and level of oil and gas, and a visual inspection.



John used a camshaft to explain his valve adjustment technique.

John then focused on the engine. He did a compression check, allowing the engine to turn over ten times for each cylinder. The plugs were checked and gapped, and the cylinder head was torqued to 50 ft.-lbs. Perhaps the most fascinating part of the day was the valve adjustment, which took **John** longer to describe than the five to seven minutes he actually spent adjusting the valves.



The group filled the back room at Kravers.



Removing the bonnet made working on the cylinder head easier.

After lunch at nearby Kravers Seafood Restaurant, **John** resumed the tune-up with a check of the ignition system, ensuring the appropriate functioning of the distributor, points, condenser, coil, and the vacuum advance unit. He reset the static timing to 32° BTDC.



Cleaning the points.

For the twin SU carburetters, **John** removed the suction chambers and float bowl lids, cleaned everything and made necessary adjustments, noting that the key with these carburetters is ensuring that each functions exactly the same as its mate. A surprise to many of us was his choice of 90-weight gear oil for the carburetter damper pots. **John** explained the heavier oil provides additional resistance, resulting in a higher velocity of air and thereby improving acceleration.

At the end of the day, Brooke, which began the morning running noticeably rich and with a ragged idle, was a much happier car, and the participants who watched her makeover were already talking about a seminar next year. Fortunately for them, **John** has already said he would like to come back, and he will be at the next club meeting on Feb. 28.



Explaining SU carburetters.

An event such as this does not happen without preparation and effort. The team that did the work included **Rick Black, Dick, Ben Cummings, Donna and Noel Eagleson, Mattie Lee, Peter Lee, Don MacDonald, Tom Renick, Dave Roloson, Frank Stabler, and Ed.** Together, this team made arrangements, cleaned the Garagemahal and the yard around it, moved cars, set up chairs, got refreshments, and generally made sure the day went well.

A couple of weeks after the session, *Ed.* emailed **Dick** to see how the car was running. His enthusiastic response: "Brooke is running sweet and smooth! Quicker acceleration and better MPG. I had her out yesterday for a 30-mile run. Wonderful!"

John Twist offers a wealth of technical advice on his website, and holds weekly online tech seminars. Visit universitymotorsltd.com to learn more and get on his mailing list.

Around the Bend



Keep Marking Those Calendars

In the last issue, we listed a few upcoming events, but SABCC's dance card is getting fuller. Herewith is a reprise of activities listed previously, as well as new ones for which planning is underway:

- **Fairhope Arts and Crafts Festival Display**, March 18, 2023: Sponsored by the Mardi Gras MG Club, this is a non-judged display of British cars. Held on the campus of Coastal Alabama Community College on Bancroft Street, north of Morphy Ave., the event is free and offers the best parking for the Festival. The field opens at 9:00 and you may come and go as you please. No registration is required.
- **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. *Ed.* can forward you an email from BMCNO allowing registration by return email and online payment.
- **April Fool's Day Poker Run**, an SABCC event, will be held Saturday April 1 [*no fooling-Ed.*]. Activities VP **Dave Roloson** and his committee are finalizing plans now.
- **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: Considered the premier regional event for the MG community, this is the closest GOF to our area in many years. Details are available [here](#).
- **Annual SABCC Club Picnic**, May 13, Oscar Johnson Memorial Park, Silverhill: Interested in a fun event with all the picnic food you care to eat, and an informal display of British cars? The SABCC Picnic is for you, and the only cost is whatever side dish you choose to bring (for which a sign-up sheet will be available soon).
- **Silverhill Car Show**, May 27, intersection of Hwys. 55 and 104, Silverhill: A fundraiser for the veteran's memorial, this show offers a British class, and the southeast corner of the intersection is always claimed for His Majesty. The registration fee is \$25 and the form is [here](#).



Sherry Stabler spotted fellow SABCC member **Sam Walter** at a Mardi Gras event.

The Best of

Pierre's Wisdom

Pierre Fontana

Tips for Abandoned Toys

A flat-bed tow truck delivered a nice old Sprite with low miles. The car had been in storage for 12 years. It would not roll off the wrecker, as the brakes were “glued” to rear drums. Do not leave the emergency brake ON while a car is stored; use blocks if it is on an incline [or better yet, store it on tire dollies or jack stands to keep the tires from flat-spotting-Ed.].



The engine of the old Sprite, showing the effects of “unplanned” storage

photos courtesy **Pierre Fontana**

I had a time freeing the drums and the hell of a time unloading the thing, using the flat-bed incline and a come-along, and my floor jack.

The second problem was that the hood release handle came off in my hand as I yanked really hard. The cable had rusted in its housing. Releasing the hood before storing a car would be a good idea too. On the Sprite it is easy to reach with a long, thin screw driver to open it through the grille.

I remember the new Jaguar XJ6 and 12 had a hood release problem. Jaguar drilled a hole in the inner fender where the latch was located, and if you knew where and how, you could shove a steel wire in the hole and release the hood, one side at a time. Popping the hood on a Triumph TR-6 with a broken release is almost impossible without scratching the paint, so lubricate the hood release, and make sure it is adjusted right.

Small animals nesting under a car’s hood have a liking for the cotton wrapping on wiring harnesses, but not the plastic insulation, which is good thing. Maybe a few moth balls might stink them off.

If a car is going to a “planned” storage, then it needs a lot of preparation to save you money later. Since I bill by the hour, I like the un-planned.

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

Ed. has first-hand experience with the sort of hood release issue **Pierre** described, on my 2001 Jaguar XJR. The car has two latches at each corner of the bonnet, and opens from the edge closest to the windscreen. Two cables hook into a single pull-lever in the left front footwell. The cables break where a nylon button is crimped on; that button pulls the latch open. When this happens, the only way to release the bonnet is to drill a hole through the inner fender (the pre-drilled hole **Pierre** described is not offered on this series) and use a screwdriver to pop the latch. Fortunately, I had access to the vast resources of the Garagemahal and the adept touch of **Noel Eagleson**, who hit the right spot with the screwdriver. It pays to have friends with skills.

Spare Parts

Is that an MGA?



John Twist shared these photos of a unique MGA fastback he saw Feb. 12 at Stoneleigh Park, England, at the MG / Triumph Swap Meet. Ed. thanks **Ben Cummings** for getting the photos from **John** and permission to share them.

According to a [website](#) Ed. found, "The stylish fastback aluminum bodied MGA was the brainchild of Warren Kennedy of Classic Restorations in Bedfordshire; through his passion for exotic sweeping bodylines and Italian design Kennedy has taken a pure British marque and added his elegant vision."

"Laws" of British Car Life

Tony McLaughlin shared several "laws" with *Ed.*, who selected the ones which seem to particularly apply to living with British cars:

1. Law of Mechanical Repair- After your hands become coated with grease, your nose will begin to itch and you'll have to pee.
2. Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible place in the universe.
3. Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.
4. Law of the Results - When you try to prove to someone that a car won't work, IT WILL!!!
5. Law of Biomechanics- The severity of the itch is inversely proportional to the reach (especially when you're under a car).
6. Law of Logical Argument - Anything is possible if you don't know what you are talking about.
7. Law of Strategy - As soon as you find a product that you really like, they will stop making it OR the store will stop selling it!



Regular visitors to the Garagemahal might have noticed the **Stuart Waddington** Triumph Stag parts car is conspicuous in its absence. It's joined the ever-growing repository of **Eddie Toenes**. Good luck, sir!

The 250,000th MGB

story and photos by Rodney McDonald

An important part of British car history has resided in Mobile for over half a century and most of us were never aware of it: The 250,000th MGB built by the Abingdon MG factory.

Around 1970, the management team at British Leyland became aware that MG had far exceeded their previous model production record set by the MGA with over 101,000 built. The runaway success of the MGB meant that production was about to achieve the quarter-million mark. At the time, this was an incredible achievement for a two-seat sports car. BL's publicity people knew they had an opportunity to promote this milestone in their largest export market—the USA.

It was decided that the 250,000th MGB would be given away in a nationwide contest designed to get the public to visit their local MG-Austin dealer to enter the contest. Ads were placed in American auto enthusiast magazines promoting the contest as well as reinforcing their image as “The sports car America loved first.” One of those entrants walked into White's Imports, the MG-Austin dealer in Mobile and filled out his form.

And he would win.

William Lewis Newton, or “Fig” to his friends was a young former Marine and recent Springhill College graduate who was working in the construction industry in Mobile. He was likely stunned when he got word that he had won the car and that it would be presented to him at the recently-opened Road Atlanta racecourse on November 28, 1971.

BL outfitted Fig in a snazzy windbreaker jacket emblazoned with both MG and British Leyland logos and presented him with the keys to his Blaze Orange 1971 MGB/GT. Publicity write ups and photos were circulated to the print media, BL and



MG had their day in the sun and Fig had his MGB.

Apparently, Fig was no MG enthusiast, but he drove the free car for some time until he parked it in a vacant lot around ten years later. He had moved on to Birmingham which he made his permanent home, but the MG stayed behind in Mobile.



Tony Wilson is enthusiastic about MGs and really all things related to transportation. He drove through his high school years with his own 1971 MGB/GT painted in another shade of '70s earthtone orange called Bracken. Around 1984, Tony became aware of the forlorn contest car through a friend who told him about it. Tony said that his friend became more and more insistent that he look at it and finally, he did. Tony negotiated with Fig and a deal was struck for the MGB/

(article continues next page)

MGB 250k, continued

GT, the promotional signage and the documentation that came with the car. After borrowing a trailer, Tony got the car to the garage on a property he owned in Mobile. And there it stayed parked for almost 40 years.

At the 2000 edition of British Car Festival at Fairhope Beach Park, the day's events had wound down and the show was being packed away when a gentleman approached my brother **Alan** and me and chatted about his special MGB/GT. He showed us photos of his car with the BL/MG rooftop sign indicating that it was the 250,000th MGB built. Our conversation was brief, our attention was asked for elsewhere and the man with the photos was gone. We never did find him.

In the mid-2000s SABCC had a rudimentary web site that I set up and ran to the best of my limited ability. At one point, I had a link to a page on the site asking about the 250,000th MGB and I provided a contact email address. The subject came up in 2009 in the North American MBG Register's publication *The MG Driver*. And several forum conversations cropped up in the MG Experience web site. I added a post in the blog I kept up for a few years asking about the GT. Nothing came of any of it.

In 2020, I was contacted by email by Tony Wilson stating that it was he that we chatted with at BCF 2000 and we would be welcome to visit at a time convenient for us all. Then the pandemic roared through our lives, upending anything like normality. The visit would have to wait.

This year, we began the email conversation anew and set a date where we would finally be able to see this potentially historic MG. Being from Missouri, mild skepticism is part of my being. After all, more than a few MGBs have been offered for sale as being THE 250,000th car when in fact the origi-

nal selling dealer had applied a promotional badge set celebrating that production milestone and they were available to anyone who asked for them.

The day visit had arrived and it was absolutely pouring down rain. Tony had recently retired from a career associated with Sears, Roebuck & Co as a hometown store operator and service technician. He moved from Mobile to his home in Lucedale, Mississippi and that was where the car had also been moved to just a few days before my brother, **Alan** and I visited.

Following Tony's directions, we arrived at his warehouse without a hitch and he was there to greet us. Stepping inside and out of the rain, we were treated to the sight of a Blaze Orange MGB/GT with a hand lettered plywood placard proclaiming this car to be the 250,000th MGB built. We took it all in for



(article continues next page)

MGB 250k, continued

a moment, walking around this historic car and giving it the usual condition look over that all British car enthusiasts unconsciously perform when seeing an old car for the first time.



The years in covered storage prevented serious rot from setting in. The hatch shows some rust-through under the window, and the boot floor and driver's side floor have some perforation. A quick look at the sills showed no obvious evidence of corrosion. This GT is on Rostyle wheels and they displayed the usual surface corrosion. The interior is tatty. The carpets are mostly missing and the "Abingdon Pillow" dashboard has the expected cracks in it. With the exception of the windshield, the glass appears to be original to the car. It was a well-equipped car at the time with both overdrive and an AM-FM radio.

The driver's door frame-mounted data plate gave a production date of May, 1971 and the production serial number showed it to be car number 250000. The dash top serial number plate carried the same



number.

Tony then opened up a file of paperwork that came with the GT that had documents such as the BL press release, license plate receipts listing William L. Newton as the owner and a bill of sale transferring the car to Tony Wilson in 1984. This is the real deal. And it has been in our back yard since 1971.

STATE OF ALABAMA		MOBILE COUNTY		CURRENT YEAR DECAL NO.	
MOTOR VEHICLE REGISTRATION TAG AND TAX RECEIPT					
LAST YEAR DECAL NO.	02051142	YEAR	1970	EXPIRES	MAR. 81
PLATE NO.	AUL00950	PLATE TYPE	REG	PLATE NO.	AUL00950
DATE OF SALE		REGISTRATION FEE	160	SALES TAX	12.76
<p>PRESS DOWN HARD. YOU ARE MAKING EXTRA COPIES</p> <p>OWNER: NEWTON WILLIAM LEWIS</p> <p>ADDRESS: MOBILE AL 36609</p> <p>VEHICLE IDENTIFICATION NO.: GRO5025C000</p> <p>MAKE: MG YEAR: 71 MODEL: GT BODY CLASS: 10</p> <p>REGISTRATION FEE: 160 SALES TAX: 12.76 TOTAL TAX: 15.99</p> <p>TOTAL TAX & TAX BY MAIL: 2.24</p> <p>TOTAL TAX: 18.23</p> <p>TAX RECEIVED: 18.23</p> <p>SIGN HERE: <i>William L. Newton</i> LICENSE COPY</p> <p>TAX RECEIVED: <i>Thornton Price-Williams</i> JUDGE OF INQUIRY & LICENSE COMMISSIONER</p>					

In addition to his first 1971 MGB/GT and the 250k MGB/GT, Tony has a 1972 MG Midget, painted in BL's Bracken Orange, and it is in fine condition. I've sent him an invitation to join SABCC and maybe—just maybe—we could have the special MGB/GT on display at our 2023 British Car Festival.

Tony is unsure of the future plans for the historic MGB. He would like to restore it and with his recent retirement he says he has time, but he wants to be cautious since he understands the significance of it. But, there really isn't any hurry. It's been safe in his care for almost forty years.

Auction Roundup—Black Cars

[Black is popular again, but not many black British cars from the 1950's to the 1970's seem to come up for auction-Ed.]

1959 Ford Anglia



Sold for \$5,600 on Bring A Trailer

An interesting combination of black over orange and white, this Anglia was in running and driving condition, but did have some corrosion, a rough idle, and some clutch chatter. Still, this was a cheap, cute car.

1971 Triumph Stag



Sold for \$18,500 on Bring a Trailer

Triple black—paint, interior, and top—works well on the Stag, even if this one was originally red over tan. The car has some wear and tear but commenters considered it well-bought.

1969 Jaguar E-Type



Sold for \$51,500 on Bring a Trailer

Is black over red the original scheme for this Series II coupe? Since the seller did not have a Jaguar Heritage Trust certificate, that was undetermined. What the seller did have was a car be rescued, and completed more than \$21,000 in mechanical repairs on top of the \$35,000 he paid for it. However, the car will need thousands more invested to bring top dollar the next time it's sold.

Weak and Rusty

Michael King, Editor, *Spark & Spanner*

Keeping it Brief

The old saying goes “there’s no such thing as a bad short sermon” sells short some preachers I know, who can hold my interest far longer than others, but I guess being of few words does limit the chances of overtaxing the attention of one’s audience. For that reason, and because this issue is longer than usual, I’ll only run a half-column this month [*perhaps befitting my half-wit nature-Ed.*].

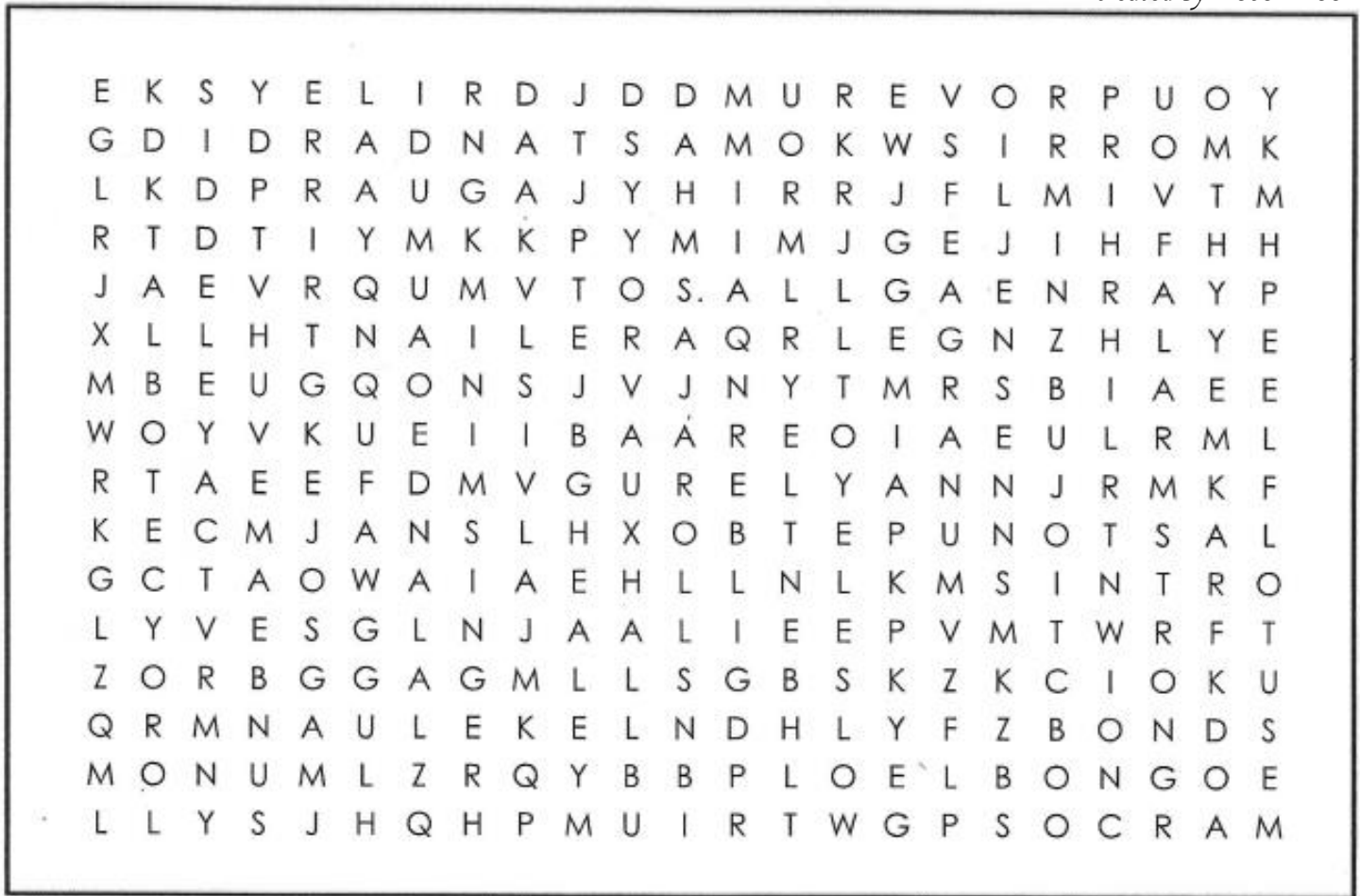
One reason this issue is a bit longer is that *Ed.* received from *Ed.* Emeritus **Rodney McDonald** an excellent article on the 250,000th MGB. Having such an historic car close by is amazing, and I believe this article will draw national attention. Robert Rushing, editor of *The MG Driver*, the official publication of the North American MGB Register (NAMGBR) has already asked *Ed.* to forward two *Spark & Spanner* articles for his use (**Mason Blosser’s** 3200-mile MG Midget journey and last month’s article by **Peter Lee** on 3D printing), and I fully expect to hear from him again.

Speaking of **Peter**, I hope you enjoy his challenging word puzzle. I’m glad he included a key because I’m not smart enough to find all those words.


Peter and **Rodney** are just two of the contributors this month. **Terry Trovato** sent the photo and text for p. 16, **Don Pritchett** found an article on the MG brand (see p. 13), **Robb Ogletree** took pictures at the **John Twist** tech session, **Tony McLaughlin** sent the Laws of British Car Life, **Ben Cummings** got the photos of the MGA fast-back, and **Sherri Stabler** and **Donna Eagleson** sent photos—oh, and **Tom** did his column. *Spark & Spanner* is truly a team effort, and I thank you all.

Word Finder

created by *Peter Lee*



Find the following words in the puzzle.

Words are hidden     and .

ALVIS
ARMSTRONG
ASTON
AUSTIN
BENTLEY
BOND
DAIMLER
GILBERN

HEALEY
HILLMAN
JAGUAR
JENSEN
LAND
LOTUS
MARCOS
MARTIN

MINI
MORGAN
MORRIS
NOBLE
PEEL
RELIANT
RILEY
ROLLS

ROVER
ROYCE
SIDDELEY
SINGER
STANDARD
SUNBEAM
TALBOT
TRIUMPH

TVR
VAUXHALL
WOLSELEY

(Solution on p. 15)

MG is Britain's Fastest-Growing Car Brand

Don Pritchett shared with *Ed.* the Dec. 2022 issue of *Motor Sport*, a UK-based publication that calls itself "the original racing magazine." On p. 44, the magazine includes a review of the MG MG4 Trophy, an electric crossover. The review of the 201-hp rear-wheel-drive car is very positive, noting its size, power, and range (281 miles) are comparable to the Volkswagen ID.3, but the MG is "far more fun to drive, better to look at, and thousands cheaper" (£31,495, or \$37,620 US). The article concludes that MG, now owned by Chinese parent SAIC, is Britain's fastest-growing brand. Who knew?

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



October 22, 2022 • Fairhope, Alabama

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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, and they provide insurance coverage for our events. Your membership matters!

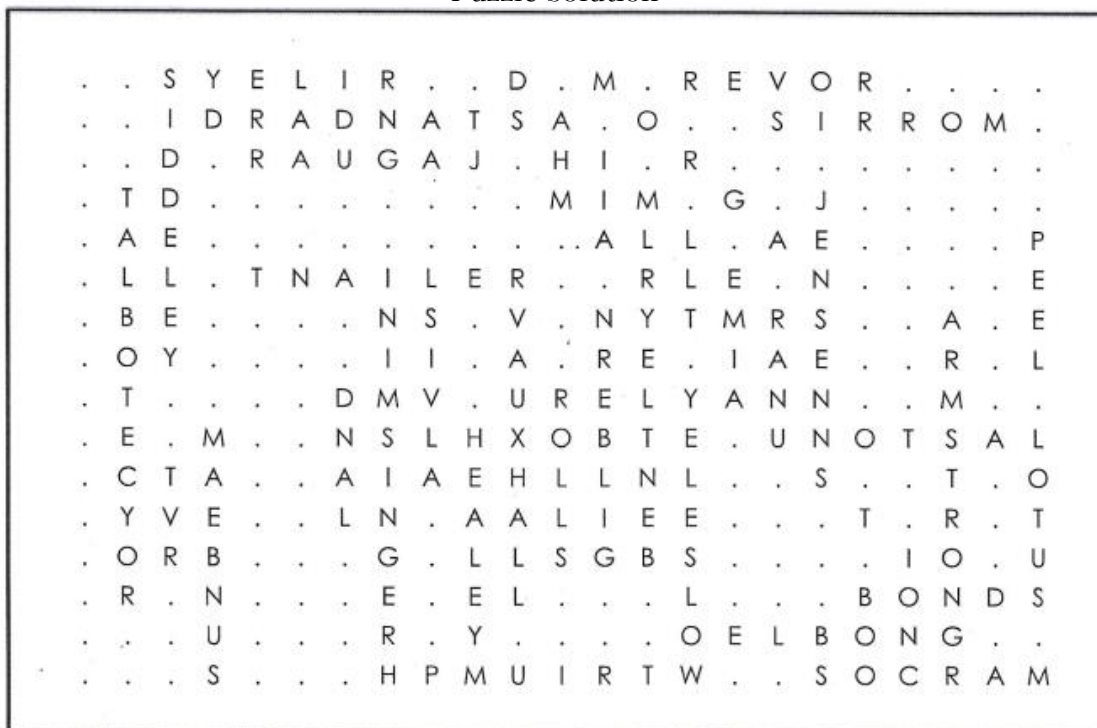
Spark & Spanner Submissions

Ed. needs for your submissions for *Spark & Spanner*. Categories include

- **Activities Calendar:** SABCC events, car shows, and other events worth noting
- **Sparks:** news about club members, activities, and events
- **Spannering:** car repairs, restoration projects, tips and tricks, and prepping a car for a show
- **Spare Parts:** Auction Roundup, British car news, and whatever *Ed.* finds interesting
- **Gotcha!:** how members acquired their cars
- **Just Around the Bend:** Synopses of upcoming car shows and other events
- **Feature Stories:** Longer general interest items
- **Classifieds:** Sell your car or parts, or list what you need to buy

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

Puzzle Solution



And now, for something completely different . . .



Just another odd-looking MG, right? Wrong. This Bettone-bodied MGTD sold for \$247,500 at the January 2023 Mecum Kissimmee auction. “With just 36 built, and fewer surviving, the 1954 Arnolt-MG Drophead Coupe presented here on Borrani chrome wire wheels with MG eared knock-offs is considerably rarer than the fixed head coupe. Professionally restored by Hal Rogers of Bossier, Louisiana, and exhibited at the 2021 Geneva Concours d’Elegance, it features twin Solex carburetors atop its 1250cc OHV 4-cylinder engine rather than the MG TD’s standard twin SU setup. Stanley Harold ‘Wacky’ Arnolt, among his many other business interests, was the sole U.S. distributor for Solex, and it’s believed the pair of distinctive Solex carburetors installed in this car once sat on Arnolt’s office desk. Red with Connolly tan leather upholstery and red trim, the Arnolt-MG also features Jaeger instrumentation and a Motorola radio.” [Ed. thanks Tony Trovato for the photo and narrative.]

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