

Spark & Spanner

The Official
Publication of
the South
Alabama British
Car Club

August 2023



From the President

Tom Renick

Down the Stretch It Comes

August, September, OCTOBER 21. The headlights of our 33rd annual British Car Festival can be seen rounding the 10th corner and heading for the finish line. Everything is being readied for the Friday night victory dinner and all drivers are invited. The main attraction commences Saturday [*i.e., October 21-Ed.*].

A multitude of folks is assisting in getting things ready by accomplishing the large and small tasks that will result in a very successful event. If you want to join in, there may still be something you can do. Get with chairman **Brian Daly** for available spots, or **Donna Eagleson** for Friday night festivities. With good weather, this can be our biggest show yet.

The theme for this year's fest is the 100th Anniversary of MG. So if you have an MG, you definitely want to participate. An added occurrence for this anniversary celebration is a Centenary Collection of one of each model of MG ever produced [*or at least as close as we can get-Ed.*]. **Noel Eagleson** is gathering MGs from far and wide for this special emphasis collection, so if you have a rare one, call Noel to



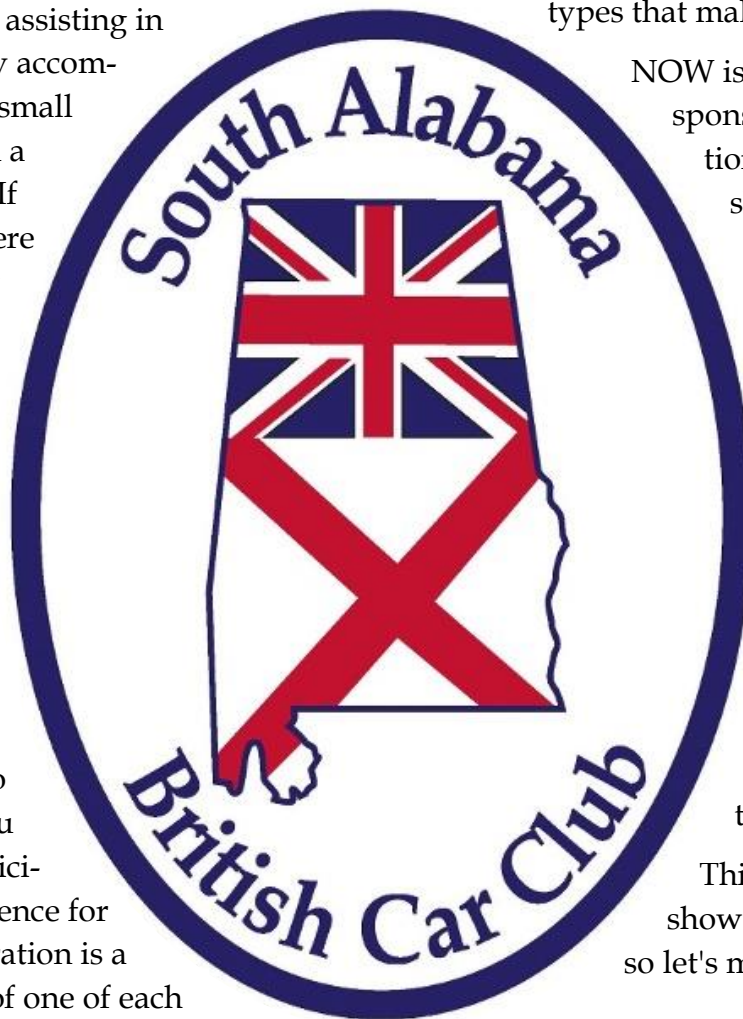
Photo by Noel Eagleson

see if you can fill a slot. We try to emphasize a different make each year, but it's all British types that make the show interesting.

NOW is the time to emphasize sponsorships and registrations. If you got a sponsorship from someone before, maybe they would be willing to sponsor again. Club members and guests should be getting their car registrations soon. The quicker the registrations come in, the sooner we can develop a workable field layout by makes. Forms are available to print at sabcc.org, or at the club meetings.

This is the last British car show in our area for the year, so let's make it a great one!

Tom Renick is president of SABCC, and says he's never been a deer caught in the headlights of a British Car Festival.



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

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, and dues are only \$20 per year [A bargain at twice the price-Ed.].

British Car Festival is Supported by



Activities Calendar

August 22, 2023

Monthly Club Meeting, Don Carlos Restaurant, eat at 6:00 p.m. (your tab), meet at 7:00.

September 7, 2023

BCF Planning Meeting, El Rancho Restaurant, noon

September 26, 2023

Monthly Club Meeting, Don Carlos Restaurant, eat at 6:00 p.m. (yep, you pay again), meet at 7:00

October 20 and 21, 2023

British Car Festival, Fairhope UMC. Please register *now*-the form is [here](#).

Aug / Sept 2023

SU	MO	TUE	WE	TH	FRI	SAT
20	21	22 Club Meeting	23	24	25	26
27	28	29	30	31	1	2
3	4	5	6	7 BCF Planning	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26 Club Meeting	27	28	29	30

Sparks

Club and Member News

Hot August Morning

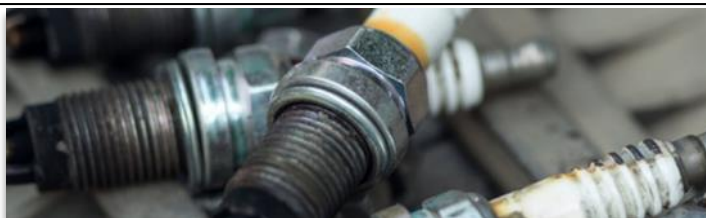
photos by Dick Bishop and David Menaker

Despite temperatures approaching triple digits, some 25 British car stalwarts representing three clubs—SABCC, Panhandle British Car Association, and Mardi Grad MG—participated in the August 19 road rally and food fest planned by SABCC VP of Activities **Dave Roloson**.

The group convened at PJ's Coffee in Spanish Fort, where plans for the day were discussed and world problem-solving began. From there, the caravan, consisting of one Aston Martin, Austin-Healey, four Jaguars, one MG, one MINI, and one Triumph, along with a few motors of suspicious origins, began a 27-mile drive to the Derailed Diner on Wilcox Rd near Interstate 10. Along the way, we were joined by another MG, and a Japanese truck piloted by SABCC president **Tom Renick**, whose Sunbeam failed in its efforts to get more than about a mile from the Garagemahal. **David** and **Patricia Couling** met us at the diner in their Land Rover, bringing the total British count to eleven.

Lunch at the diner did not disappoint, and we were warmly greeted by Pepe', the general manager, and his team. Considerably more problem-solving ensued over burgers, Monte Cristo sandwiches, and onion rings.

After lunch, a remnant of the group dispatched themselves to Brodie's Cream and Bean in Silverhill, where the ice cream, as with the earlier lunch, met and surpassed expectations. The array of cars attracted a good bit of attention from the locals, with several taking photos of the motors on display.



Top, the line-up at PJ's; middle, a photo of the caravan; bottom, lunch at the Derailed Diner..

Tri-Club Pig Roast

*photos courtesy Donna and Noel Eagleson,
Tom Renick, and Ron Wolverton*

The 30th annual Tri-Club Pig Roast, hosted by **Tom Schmitz** on July 23 at his home on Soldier Creek, was another smashing success, with more than 80 attendees. Everyone had all they wanted to eat and leftovers were plentiful.

PBCA member Tom Matsoukas was dealing with the aftereffects of a spider bite [*no word if it was radioactive, giving him superpowers-Ed.*], but Tom S. arranged for boat rides in his absence, giving attendees a nice break from the afternoon heat. *Ed.* will let the photos tell the rest of the story, each being worth at least 1,000 words.



Top, guests on the poolside patio; bottom, Donna joins a boat ride on Solder Creek.

Top, middle, and bottom, inside views of guests enjoying food and collegiality

Spannering

Repairs, Restorations, and Technology

Eddie & Paul's Excellent Adventure

story by Paul Reese, PBCA

photos by the author,

Bob Manske, and Monica Bachmann

On Saturday, 29 July, Fred (Veenschoten), Buddy (James), and I met up at **Eddie's (Toenes)** to head over to Monica's (Bachmann) to look at Franz's '74 Jensen Healey [which Franz bought from *Keith Jarvis-Ed.*]. Bob (Manske) and Keith



(Sanders) planned to go along to take Monica's MGB back to her but the battery was acting up.

So we all left the B and were chaperoned to Monica's in Crestview to ultimately purchase the JH. It kind of reminded me of the Strawman from Wizard of Oz. It was lying on a trailer covered in pine straw, with the engine and other parts in Mobile. I don't know if the Strawman smelled like mothballs but the Jensen did.



Above, an interior view; below, hooked up and ready to go.

Above, assessing the situation; below, battening it down.

(story continues next page)

Eddie and Paul's Excellent Adventure, continued

We hooked up the trailer, aired up the tires and took a lunch break at Stewby's Seafood Shanty. After lunch, we hugged Monica and were offered snow cones. Eddie prudently drove the backroads home at the speed limit, trailed by Keith, pine straw, and several annoyed drivers.

On the way back, we talked about options for the car. Eddie would like the engine and I need



*The team, from left: Keith Sanders, **Eddie Toenes**, Monica Bachmann, Fred Veenschoten, Buddy James, Bob Manske, and Paul Reese.*

some parts for my Jensen. We also did a what-if rough cost analysis to restore it as a club project. All the options came out to a bunch of work.

When we got to Milton, Keith and Bob headed to Bob's. We continued on to Eddie's and parked the trailer. We checked out Eddy's new hangar-like cover construction project and his various cars. It was too hot to do much else. Eddie is currently arranging to get the engine and hard-top in Mobile. Excellent Adventure Part II to follow.

Spinning a Yarn about a Repair

story courtesy Keith Sanders and Jeff Olive

With a little needling from Jeff Olive, *Ed.* asked PBCA-er Keith Sanders about an interesting method they used to loosen a knotted-up valve in a Jaguar E-Type.



In the early 1990s, when PBCA was still new and Jeff was still in the Navy, he and Keith owned a business called "SO British;" the name came from the first letters of their last names and was a bit of a play on words. They operated out of part of Keith's printing and mailing building on Copter Road.

Keith and Jeff were working on a six-cylinder Jaguar E-Type that had been sitting for some time. The lady who owned it wanted to get it running so she could sell it; it was her husband's car and he was deceased. The guys towed it to their shop and got it started, but it was backfiring through the carbs. A compression check showed low compression on cylinder five; the cause was assumed to be a stuck intake valve. Fogging the head did not help.

Not wanting to pull the head, the dynamic duo knitted together a plan to gently free the twisted valve. A soft but deliberate approach seemed best. Jeff decided lowering the piston and filling the cavity with yarn just might work.

After weaving together this scheme, the team began pushing the car in fourth gear. A gentle "ping" let them know their efforts were successful. Unwinding the yarn and rechecking compression proved they were on the ball. Keith did not reveal the profit spread on this repair, but you can bet your booties they covered the cost of the skein of yarn!

Sunbeam Surprises

story and photo by Tom Renick

You never know what new surprise you might find when rejuvenating a non-running vehicle. In this case, it's Ruby, my latest Sunbeam rescue. Taking one look under the rear end, it was obvious that something was amiss with the emergency brake setup. The cable to the right is down, forward, and under the spring. The bar to the left is down, forward, bent, and under the spring. Both are supposed to be straight across, above the springs, and connected to the emergency brake operating levers to the rear of the backing plates.



Old Ruby's faulty emergency brake setup

The upshot of this lucky find is that in the past, someone had removed the axles and replaced them on the wrong sides. The only way to fix the emergency brake problem was to yank out the axles and reverse them, which we did. Then, the backing plates would be configured to correctly connect the cable and bar.

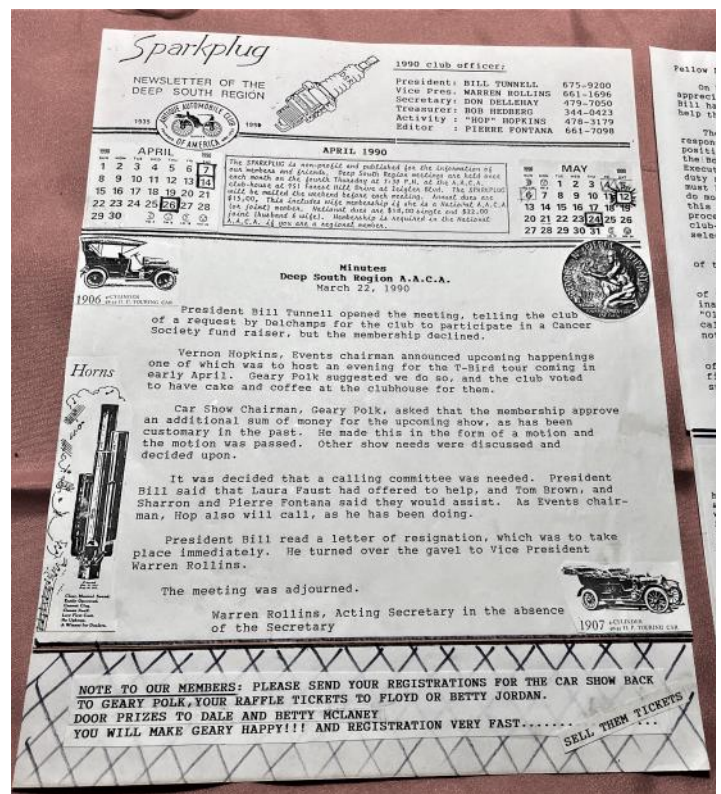
With the brake kits in, soon we will have sufficient brakes to at least stop the back end of old Ruby [that should be interesting; if doubt exists as to the efficacy of the front brakes, I think I will observe from a distance-Ed.].

Old-Tech Newsletters

story and photo by Pierre Fontana

This is the way it was before computers and photocopy machines: a good old manual typewriter, and a mimeograph machine turned manually to print one page at a time from a stencil you made with collages, appliques, drawings, and pictures from an original page as you see here—very time consuming, The equivalent of “white out” was used to correct your mistakes. The fluid used in the drum was somewhat like brake fluid—very volatile with a strong smell, it gave you a “high.”

Each newsletter was addressed, stamped and mailed. To keep from licking stamps I would reimburse the Hospital I worked for, and naturally used their mimeograph machine. Those were the days . . . my hat's off to Michael. [Thanks, Pierre; back when I was in high school, I learned to type on a manual typewriter, and as a teacher's aide, I ran a (motorized) mimeograph machine. I am grateful for modern technology.]



A page from the March 27, 1990 edition of “Sparkplug,” newsletter of the Deep South Region car club.

Pierre's Wisdom

Pierre Fontana

Member's Pleasant Surprise

It is always a pleasure to work on a nice car, after so many years on working on derelicts with low-budget salvations. A two-member team (uncle and nephew) worked for two years resurrecting this Midget; I must admire their work; it is very neat and professional. The car runs well and they succeeded in making it a drivable pleasure. Having some electrical gremlins, it was time for a little help.



The Midget's clean engine bay.

I would like to take the opportunity to address one of the main deficiencies of some British cars. This is a not mistake Joseph Lucas made, but the result of time and corrosion. BULLET CONNECTORS—I like them, they are OK. Try working on an Italian wire harness . . . However, they are not sealed from the weather, and in time they corrode, build up resistance, or plain stop conducting. The female connector loses its



All photos courtesy Pierre Fontana

grip, and one accessory stops working, and many replacement accessories are purchased by mistake.

Cleaning the bullet part with a wire brush or replacing



connectors is the solution, But corroded connectors do not always pull out whole and replacing a torn bullet is now easier. They are available two ways: the old, soldered type as original or a crimp-on type. The latter one requires a special available crimping tool, and some are better than others. Patience in disconnecting them will help. Cut out the rubber sleeve, and pry the metal crimp to save time and the original wires. I had to make up a few short connecting harnesses for the side marker lights and others. I robbed the old harness to get the correct color code. One great thing Joseph did is sticking with same color code for years after years and for cars as well. A Rolls taillight wire is red just like on any other British car.

Patience, and a test light, are your best weapons. Make sure all grounds are clean and tight after everything was painted during restoration.

Pierre Fontana is a technical advisor for SABCC.

Spare Parts

Vintage Racing Brings Classic Cars to Life

story by **Rodney McDonald**
photos courtesy of the author

Since you're reading this issue of *Spark & Spanner*, we can safely assume that you're into classic cars [or lack better reading material-Ed.]. You probably like attending car shows and driving events that SABCC and other regional clubs sponsor. But what if you wanted – more? Vintage racing might be the event you're looking for.

We are familiar with modern auto racing in all its forms, such as NASCAR, Formula 1, Indy Car and such. But, like the old cars we love and drive, old racing cars never really go away, either. In fact, many of them live vigorous lives in the ownership of racing enthusiasts. And when racing enthusiasts gather, you can bet there's going to be a race. And here in the deep south, we are fortunate to have several racing venues nearby that host these vintage events.

The nation's largest sanctioning body for vintage racing is Historic Sportscar Racing –



The late **Richard Cunningham** checks out a Group 44 Jaguar at Daytona..



HSR. These are the folks that organize and produce racing events at road courses all over North America. Like the traveling minstrel shows of a century ago, HSR's calendar of races moves from region to region with several events occurring within a calendar quarter in one region of the continent.



An Aston at Daytona.

For example, events within comfortable driving distance of the Gulf Coast include HSR Spring Fling at Sebring in March, The Mitty at Road Atlanta in April, HSR Fall Historics at Road Atlanta in September, HSR Classic Daytona 24 Hour in November and the HSR Classic Sebring 12 Hour in December.

Unlike other racing, HSR events allow the spectators to enter the paddock area where these awesome classic racing cars are prepared (or repaired) for the event. Spectators maintain a respectful distance from the work going on, but more often than not, you'll be waved in closer by the owners or team members to get a closer look or snag that perfect shot for your photo collection. And since these events are the hobby of most owners, you'll find them to be eager to talk about their cars and racing.

(story continues next page)

Vintage Racing, continued

Most venues allow spectators to wander from vantage point to vantage point to be able to catch all the action. Best of all, vintage racing events aren't just one race. The cars are grouped by class and each class has multiple appearances on track over the weekend.

The racing is just as exciting as you might imagine. Very few owners coddle their cars. In fact, most of them are hammer and tongs on the



The Mitty at Road Atlanta

track, going for that small opening that puts them further up the order. I recall one race for sports cars at The Mitty featured an incredibly well-driven MG Midget holding off an MGB-GT V8 for nearly half an hour. It was probably one of the all-time great races that I've seen.

I've been fortunate to have attended The Mitty at Road Atlanta three times and each I had a ball, except one year, when rain washed out the Sunday event. And I enjoyed the HSR Classic Daytona 24 Hour on the Daytona road course. While the event wasn't a single 24-hour race, the different classes raced during both day and night hours. It was thrilling.

The best way to get involved as a spectator is to become a member of HSR. For \$135.00, you receive a "hard card" that gets you into ANY HSR event in the country for one year. Simply put the card on a lanyard and you're waved in at the gate. It also allows you to partake in

scheduled HSR gatherings at events such as driver and crew dinners.

There is another group that organizes vintage racing events called the Sportscar Vintage Racing Association. While I've not been to any of their events, members of both groups attend events sanctioned by each body.

SVRA's calendar includes events at Sebring in February, NOLA Motorsports Park and Road Atlanta in March.

If you want to go with the season pass at SVRA, it's \$100.00 for one full year of events, for TWO people. Once you purchase your pass, simply walk up to the Will Call window at the event you want to attend and your pass will be waiting. Oh, a quarterly magazine is part of the package, too.



Turning in a hot lap at the Mitty is a TR4 racer.

Vintage racing events also host some incredible vendors selling things we car lovers just can't live without. From artwork to die cast models to books – you'll find it at a vintage racing venue.

Of course, the parking lot is another opportunity to spot your favorite classic cars. Local attendees drive their classics and there is usually reserved parking for them at the site.

Vintage racing is just one facet of the classic car hobby. It's an opportunity to see classic racing cars from all points in history used as they were intended to be used. Give it try.

Auction Roundup: MG T-Series

[In keeping with the BCF theme, Auction Roundup is featuring a different MG series each month-Ed.]

1949 MG TC 5-Speed



Sold for \$31,200 on Bring a Trailer

Featuring a high-quality restoration, front disc brakes, and a 5-speed 'box, this green over tan TC got top dollar.

1953 MG TD



Sold for \$17,850 on Hemmings

Owned by the seller since 1962, this car was restored by University Motors. The seats and exterior color are not original, but otherwise the car had only minor flaws.

1955 MG TF "1500"



Sold for \$22,000 on Bring A Trailer

Black vinyl rather than leather, and a few flaws and blemishes, made this TF a relative bargain.

1954 MG TF



Not Sold for \$14,600 on eBay (but relisted)

This TF has an MGB engine and other "accessories;" perhaps the lack of originality hurt its chances to sell.

Around the Bend

Here's a brief rundown of upcoming events:

- **OWA Labor Day Car Show**, Sep. 2, 8:00 – 4:00, Foley. \$30 before Aug. 25, \$35 after. Trophies for Top 20 and by decade (no Foreign classes). Benefits First Baptist Church, Foley. Register [here](#).
- **Hadji Temple Car Show**, Sep. 9, 9:30, 800 W. Nine Mile Rd., Pensacola, \$20. The show is offering a British class, and the registration form is [here](#).
- **Veterans Helping Veterans Car Show & Jeep Bash**, Sep. 16, 2023, 7:00 – 2:00, Battleship Memorial Park, \$30 entry fee.
- **Vintage Triumph Register National Convention**, Sep. 27 – Oct. 1, Dillard, GA: Most know Dillard for its MG event, but this year it's also hosting the VTR convention. The theme is "Celebrating the Vision of Giovanni Michelotti," honoring the Italian designer of many of our favorite British cars. For more information, visit vtr2023.org.
- **Renaissance Eurofest**, Oct. 14, 10:00 – 5:00, Ridgeland, Miss. For more information, visit www.euro-fest.net.
- **British Car Festival**, Oct. 20 and 21, Fairhope United Methodist Church, \$25 before Oct. 13, \$30 on or after. Registration is open; the form is [here](#).
- **Gulf Coast Autojumble**, Nov. 4, 10:00 a.m.: The annual three-club swap meet for all things British motoring will be held again this year at **Tom Schmitz's "Garagemahut"** in Elberta. Mark your calendar and start gathering your ~~junk~~ great items to sell.

Classifieds

1972 MGB

Complete, documented restoration at a level beyond new; BHMC certificate and overdrive. \$25,000 asking price is far below cost of restoration. Test drive or inspection by appointment (car is in Mobile).



1980 Triumph Spitfire 1500

Pageant Blue. Runs and drives, but needs restoration work. New mechanical fuel pump, new rear brake parts except drums, new seat belts and hardware, new gas cap seal and gas filters, new windshield wipers, new hood prop rods. Needs convertible top, some small rust area repair around the trunk lid corner and bottom, interior work. Rubber bumpers are in bad shape, so started conversion to chrome; rear complete, front not done. Previous owners used older seats without headrests and a stripe on the hood with the "Triumph" laurel wreath logo. \$3500.



Ken McElhaney, 251-401-4474

Mike Japp, webmaster@pbca1.org



Small Utility Trailer

This is a lightweight trailer with a steel frame and wooden floor. It has wooden removable side rails. The trailer's outer dimensions are 4' x 8' and interior dimensions are 46" x 94" (3'10" x 7'10"). It is excellent for hauling small to medium lawn tractors, furniture, etc. It has been kept indoors, so no rust or rot. The asking price is \$400 and it may be viewed in Mobile.

Nancy Pugh 251-680-1644

Classifieds, continued

2008 Ford Ranger Truck

Here's a practically brand new tan 2008 Ford Ranger with under 29,500 miles in excellent condition. It has a regular cab (which I believe is the XL). Only 2 owners - Cecil Pugh and a good friend of his. Features include a matching hard-shell tonneau cover over the bed, a 5 speed manual, and vent visors over the side windows. The truck starts and runs great, and has been well-maintained. It has never been in an accident. The asking price is \$13,500 and it may be viewed and driven in Mobile.



Nancy Pugh, 251-680-1644

[Normally, I would not run an ad for a non-British vehicle, but for the Pughs, I am happy to make an exception-Ed.]



North American MGB Register

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, and they provide insurance 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
- **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.

32nd Annual British Car Festival

Celebrating the **Triumph TR6**



October 22, 2022 • Fairhope, Alabama

Thank you Sponsors!



British Car Interiors

**Caroline and
George Brown**



Cracked Nut
Enterprises



CUMMINGS
ARCHITECTURE
CORP

Glenn's MG &



British Car Repair



Jeanne Schmitz

2 U Tire of Alabama
Attention to Detail Lawn Care
Big Board
Brian Daly
Charles Bell
Country Wagon
Cracked Nut Enterprises
David Turnipseed
Don MacDonald
Dr. Sami Saleeb
Eddie and Terri Toenes
El Rancho Mexican Restaurant
Flyway Charters
Frank & Sherry Stabler

In Memory of Brad Klees
Jarvis Law Firm
Linda Z. Ross
Lotus of Pass Christian
Mardi Gras MGs
Mark and Crystal McElwain
Matthews Foreign Car Parts
Mike Schiebert and Michelle Pat-
ton
Myra Evans
Precision Tune Auto Care Daphne
Remax Signature Properties
Robb & Elisabeth Ogletree
Ron Wolverton

Sandy Bundy
Shaklee Health - Coach Jennifer
Wilson
Taber's Toybox
The Jarvis Family
The Royal British Legion
Tommy & Joanne Hartwell
Tony Breedon
Tractor Supply
University Motors Online
W. R. Bishop
Zimmerman's Technical Services

Weak and Rusty

Michael King, Editor, *Spark & Spanner*

My Favorite MGs

The focus of my British motoring is Jaguar; I own three of the “big cats,” and have had five in total. But I can’t get above my raisin’, which is why I still have an MG. The 1979 B in my garage is my fourth member of the Morris Garages family, so I that ought to mean I’m still permitted to talk about the marque that’s the focus of this year’s British Car Festival. So, here’s my list of my favorite sporting MGs, least to most:

- Chrome-bumper Midgets, 1961-1974: While ranking the chrome-bumper car lower than its rubber-bumper counterpart seems like heresy, I actually think the rubber nose visually “lengthens” the car, making it look less stubby and slab-sided.
- Rubber-bumper Midgets, 1975-1979: As the photo above proves, I had a 1976 Midget “back in the day” (the photo was taken circa November 1980). Given to me by my dad, it was the first car I owned. I’ve since had two other examples of this series.
- Rubber-bumper MGBs, 1974.5-1980: Even though I have an “RB MGB,” and am caretaker of my sister-in-law’s Damask Red 1977 (Stuart Waddington’s car), I must yield to consensus. Still, these are fine machines and for many the point of entry to our hobby.
- MGB Limited Edition, 1980 (some are listed as 1981s): In the US, we mostly got the black car with the silver stripes. The front spoiler and alloy wheels helped update a dying car.
- Chrome-Bumper MGBs, 1962-1974.5: For me, the earliest “pull-handle” cars are the purest and the best, followed by the GTs. I must admit I am not, however, a fan of the MGC –



there’s something about that hood scoop.

- Post-Abingdon MGs: Now that I’ve seen, and wrenched on, an MGF, thanks to my friend and *Ed.* predecessor **Rodney McDonald**, I’m very impressed with what post-British Leyland Rover was able to do. I hope to see an RV8 soon; the pictures look great.
- MG pre-war models: Yes, they are impractical on modern roads, but the earliest MGs, such as the M-Type that has made several appearances at the BCF (and will be back this year) are rolling history. Those with fabric bodies are particularly fascinating.
- MG T-series, 1945-1955: I’m listing the T-series as a group, but I’m really talking about three specific cars – the TC, the TD, and the TF. My late father loved these cars and dreamed of owning one. No one can deny their importance in bringing British cars to the US. Of the three, my personal favorite is the TF, followed by the TC.
- MGA, 1956-1962: And thus we come to my favorite MG, the MGA roadster and coupe, whose svelte bodies are in my opinion second only to the E-Type Jaguar for British car beauty and purity of line.

So, that’s my ranking, but I like all MGs. That’s why I’m looking forward to seeing as many as I can on October 21.

South Alabama British Car Club British Car Festival Celebrating 100 Years of



Saturday, October 21, 2023

Fairhope United Methodist Church Campus • Fairhope, Alabama

9:00AM—4:00PM

Join the South Alabama British Car Club in celebrating the centennial of the MG Car Company at the 33rd annual British Car Festival. The event is free for the public to visit and view the approximately 150 classic British cars that will be on display. For details, visit www.sabcc.org.



And now, for something completely different . . .



Frank Stabler spotted this MGB LE at the National Museum of Naval Aviation in Pensacola. Given the recent, and ongoing, heat wave, this seems a highly sensible way to keep the interior a bit cooler, without resorting to the fendishly-hard procedure to raise the hood (or "put the top up" for us Yanks).

Spark & Spanner

South Alabama British Car Club

PO Box 18036

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**.*