

# Spark & Spanner

The Official  
Publication of  
the South  
Alabama British  
Car Club

September 2023



Payments must accompany the application  
Make checks payable to: "South Alabama British Car Club"  
or "SABCC" and mail to:

Donna Eagleson - Treasurer  
25604 Friendship Road  
Daphne, AL 36526

## ENTRANT REGISTRATION FORM

Last Name			First Name			MI		
Address								
City			State			Zip		
Phone			Email					
Club Affiliations								

### CARS TO BE ENTERED

	YEAR	MAKE	MODEL	BODY STYLE	COLOR	FEE*
1						
2						FEE**
* \$25.00 if entry is received on or before October 12th, 2023 \$30.00 if entry is received after October 12th, 2023						Total Registration:
** For each Additional Car, add \$15.00						Fees Due:

Want a T Shirt? \$15.00 each. Pre-order only!!!! NO T-SHIRT SALES AT THE SHOW UNLESS EXTRAS ARE LEFT  
Orders for T-Shirts are due by 10-2-23. Please note pocket or not.

	Small	Medium	Large	XL	2XL	3XL	4XL	Amount Due:	Total
With Pocket								x\$15.00	
Without Pocket								x\$15.00	
PLEASE SPECIFY SIZES & QUANTITY						Grand Total Due ( Registration and T-Shirts):			

Friday Night Welcome Dinner free to all registrants at FUMC Christian Life Center at 7 p.m.  
Free coffee, tea, and doughnuts for early entrants. There will be a food truck available for lunch.

Waiver: In consideration of this entry, I waive any and all claims for myself and my heirs against the South Alabama British Car Club, it's officers and members, Fairhope United Methodist Church, First Baptist Church of Fairhope, their officers, and any sponsors of this event for injury and illness which may result directly or indirectly from my participation. I also give my permission for use of my name and/or picture in any broadcast, telecast, or other account of this event.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



# From the President

Tom Renick

## The Last Lap

Great news! We are on the last lap on the way to our fantastic BCF (British Car Festival) for 2023. Things are really looking up. Sponsors and registrations are about the same as this time last year when we had a near record-breaking turnout.

There are still a few club members who have not registered their cars and NOW is the time. The sooner the better because registrations are the basis for planning the layout of the field.

Besides, who wants to miss participating in the One Hundredth Anniversary of MG, especially if you have one. Obviously, MG is the designated car of this show.

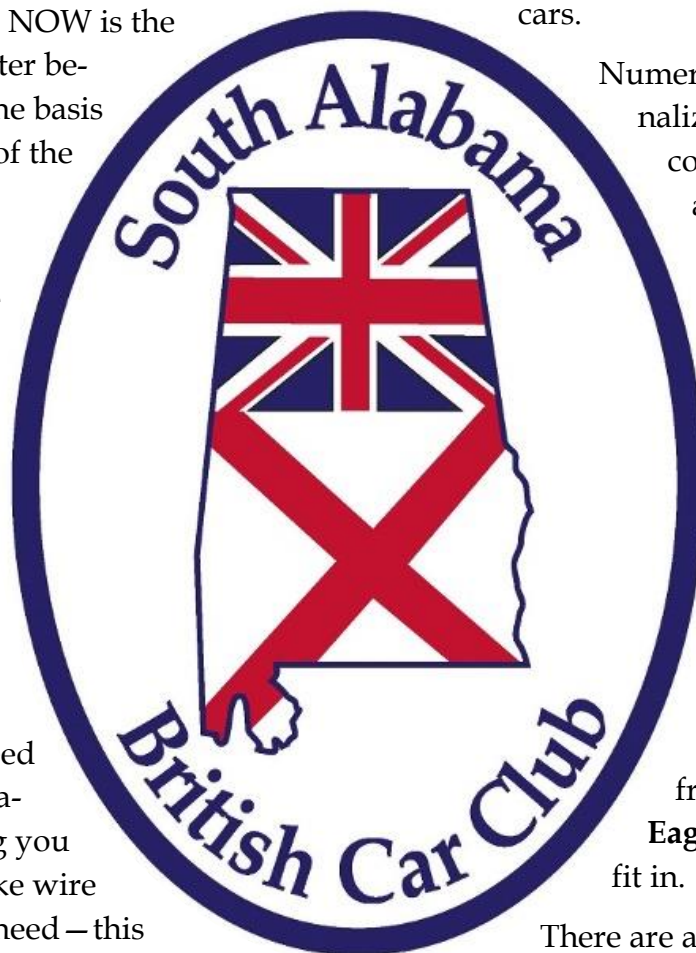
The door prize scheme is changed somewhat for this year. Instead of each registrant guaranteed a chance pick from the table – possibly something you already have three of, like wire brushes, or really don't need – this year ten lucky winners get prizes that they can definitely use. Remember, you must have registered a car to be in the drawing.

For what it's worth, the long-range weather forecast has the BCF right in the middle of five



Photo by Noel Eagleson

sunny days with a high of 81. If nothing changes, this is going to be a glorious day for British cars.



Numerous club members are finalizing various setup and construction projects for BCF activities. These are indispensable for the show to happen and to make it more interesting. The backdrop frame and the valve cover race track are notable in this regard.

The Centenary MG display of each model over 100 years is developing and should be a rare sight to see. If you have one from way back, call **Noel Eagleson** to see if yours will fit in.

There are always last minute things to do, so if you want to help out, see **Brian Daly**, chairman, or **Donna Eagleson** for Friday night festivities.

So start your engines. This is going to be a good one!

## 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 [*Inflation? Not here! Ed.*].

British Car Festival is Supported by



## Activities Calendar

**September 26, 2023**

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

**October 5, 2023**

**British Car Festival Planning Meeting**, El Rancho Restaurant, 6:00 p.m.

**October 20 and 21, 2023**

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

**October 24, 2023**

**Monthly Club Meeting**, Don Carlos Restaurant, eat at 6:00 p.m. (you get the bill), meet at 7:00

SEP/OCT 2023

Sun	Mo	Tue	We	Thu	Fri	Sat
24	25	26 Club Meeting	27	28	29	30
1	2	3	4	5 BCF Meeting	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20 British Car Fest.	21
22	23	24 Club Meeting	25	26	27	28
29	30	31				

# Sparks

## Club and Member News

### September Cars and Coffee

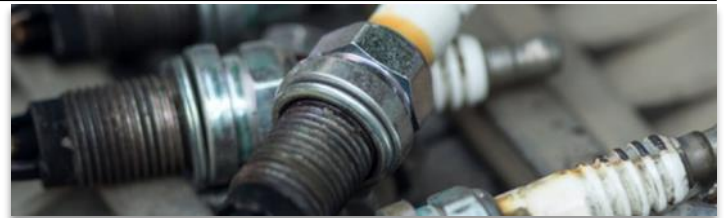


Clockwise from left, **Mattie Lee**, **Tom Renick**, **Dave Roloson**, **Brian Daly**, **Frank Stabler**, and **Peter Lee**. Photo by **Noel Eagleson**.

Several SABCC stalwarts gathered for a Cars, Coffee, and Conversation event in September. Here's how SABCC past president **Noel Eagleson** described it:

*Saturday September 16th saw a small but elite group meet at the very popular PJ's Coffee in Spanish Fort. There was no shortage of conversation ranging from our upcoming show featuring the Centenary of MG. Among other topics covered was helping to clean up litter along Mobile Bay. Our ever-talkative President [that would be **Tom Renick-Ed.**] seemed most concerned in case some rust bucket Sunbeams would be inadvertently mistaken as litter!*

[Tom, based on this photo, you have reason to worry-Ed.]



### SABCC's New Valve Cover Track

*photos by Noel Eagleson*

Thanks to the talents and hard work of **Lyman Dykes**, SABCC now has its own valve cover racing track. According to **Noel Eagleson**, the track "really does look fabulous and the valve covers track straight on it."



The inaugural races on this first-class course will occur at the British Car festival on October 21. [Great work, Lyman! I might have to build a racer, but I'm not sure it would be worthy of this fine track-Ed.]

# Spannering

Repairs, Restorations, and Technology



## Beware the Restovirus

*story by Chuck Wimberly*

Much has been written and said since the year 2020 concerning the COVID virus. I



take pen in hand today, gentle reader, to warn you of an equally debilitating malady which I call the Restovirus. The Restovirus is an insidious disease which afflicts its victim with the uncontrollable urge to restore an old car. I know whereof I speak, having succumbed to this disease on three separate occasions.

My first experience was with a Triumph TR6, the second with a Triumph TR4, and most recently with an Austin Healey Bugeye Sprite. The Restovirus is immediately recognizable by its ability to imbue its host with overpowering delusions of mechanical ability and financial solvency where neither are in fact, present.

I am only now beginning to recover from a two-year-long siege of the virus during which I came perilously close to complete mental breakdown, bankruptcy and divorce. It was during this period when I began to realize that membership in the South Alabama British Car Club can have positive benefits to a Restovirus victim such as myself. Not the least of these benefits are the club members themselves.

Without the able assistance and generosity of time and material of some of our membership, I

very seriously doubt whether my recovery from the virus would have been possible. It took three complete engines to amass enough usable parts for the machine shop to be able to assemble what eventually became my motor. Two of those engines were given to me by **Tom Schmitz**, and the third by **Noel Eagleson**. It was only after a long and harrowing day that Noel and **Tom Renick**, and I were able to unsieze the third motor, and make it a usable engine.

**Dave Roloson** was quick to offer his car trailer to take the car to various places during its journey to completion. Dave was also available to help, together with **Don Pritchett** when the two nursed me back from a delusional seizure in which I imagined myself capable of electrical wiring.

**Scott Paradise** painted the car, although he is not to be blamed for its appearance since I performed the body work during a four-month long fit of imagining myself a bodyman.

**Lyman Dykes** contributed his mechanical skill to help with the timing of the engine and tuning of the carburetors. Lyman also gave invaluable help in the installation of a kit to allow forward opening of the bonnet and front fenders as a unit. Today, the car is finished, my marriage is intact, my bank account is a fond memory, and my hope for the future is that I will not suffer a relapse.

Beware the Restovirus, gentle reader, but if you should succumb, give thanks that you are a member of the SABCC.

*[Chuck has registered his 1959 red Bugeye in the British Car Festival. Look for it at the show-Ed.]*

# Pierre's Wisdom

Pierre Fontana

## Machine Shop – and Machine Shop

Getting old means lots of experience, hoping to have learned a bit, and forgotten some . . .

I was trying a shortcut, as my favorite machine shop was tied up with race cars. I used a nearby shop for a very simple task: replacing a rear axle bearing. They have a 40-ton machine, electro-hydraulic; all you have to do is push a button, and a big gauge shows how much it is pushing. You can crush parts going too far.

Two unforeseen problems occurred. The bearing was aftermarket, and the center hole was sleeved to fit 1<sup>3</sup>/<sub>4</sub> axle shaft. I reassembled the axle on a 1937 Packard convertible (think “Great Gatsby”). A few days later, the wheel and axle almost came off, and I almost had a heart attack.

For a “pressed” bearing to fit tight and hold the axle in place, the tolerance has to be minus several thousands of an inch and the pressure required should be over five tons. The company making the aftermarket bearing failed to follow the rules. Under warranty, they sent another bearing, and this time I went to my favorite machine shop. We watched the press push the bearing in place with less than 1500 lbs. on the gauge. The head machinist told me it would come off again unless I did like they do on race car axles: three tack welds to keep it from moving. I did that and it has held, so far so good.

The second problem was on the same car. I installed a “rebuilt” (by a specialist) water pump – \$442.06, no cheap job. About six months and 500 miles later, the “pressed” hub came off the pump at speed and destroyed the radiator. I am sending it back to the rebuilder in



All photos courtesy **Pierre Fontana**

Texas. Seems it's hard to count on anything . . .



Top, the failed water pump; bottom, the fan that separated from it.

**Pierre Fontana** is a technical advisor for SABCC. This column first ran in November 2014.

# Spare Parts

## Of MGs and Mid-Engines: Mid-Engine MG Cars Through the Years

*story by Rodney McDonald*

Designers of sports cars have embraced mid-mounted engines for their improved weight distribution and superior handling characteristics. While nearly all purpose-built race vehicles feature mid-engine configurations, today, very few production cars do so, and most of those are high-end, high-performance models. However, one scrappy marque produced mid-engine designs for years, although only one actually went into production: MG.

After the end of the Second World War, MG once again took up the challenge of chasing class speed records, as they had done before the conflict. MG's first mid-engine design was the EX181, a car built to break class speed records in 1957 and raise MG's profile in the USA. Powered by a supercharged 1.5-liter prototype



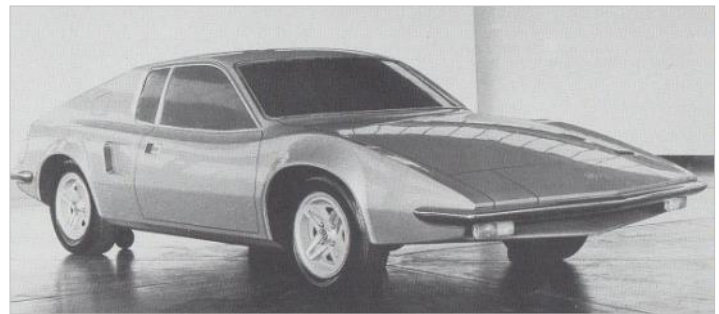
*Stirling Moss stands next to the MG EX181 after completing the record runs (Credit: MG Archives)*



MGA twin-cam engine, the "Roaring Raindrop" set six world speed records in its class before retiring. The EX181 is now on display at the British Motor Museum in Gaydon.

MG's team of designers and engineers were never short on inspiration, but they almost always faced budget constraints imposed by their parent organizations. So, it would come as no surprise to learn that MG proposed a mid-engine sports car in the late 1960s.

By 1969, mid-engine sports cars were already in production by Lotus (Europa) and Porsche (914) and would soon be joined by Fiat's X1/9 in 1972. The British Leyland Motor Corporation tasked MG's designers with developing a mid-engine replacement for both the MG Midget and Triumph Spitfire, codenamed ADO21.



*MG ADO21 Styling Model (Credit: AROnline.co.uk)*

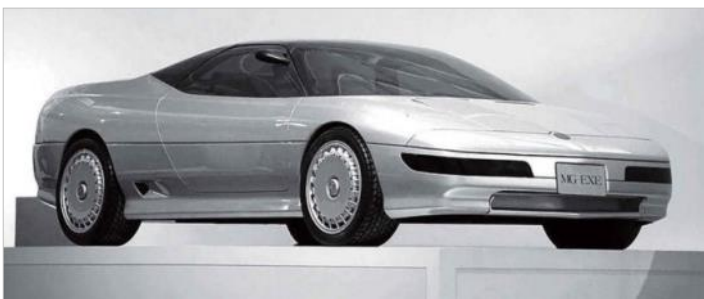
Originally, ADO21 was designed to use a mid-mounted four-cylinder E-series 1748cc engine. However, this new engine, which would later find a home in the Austin Maxi, was quite tall when combined with its gearbox, making it almost unsuitable for a mid-ship layout. MG persevered and came up with a design reminiscent of the early Lotus Europa, featuring a "letter-slot" rear window and buttresses to

*(story continues next page)*

## Mid-Engine MGs, continued

create a more flowing profile. The engineering team even mounted the mid-engine drivetrain and its subframe in an MGB-GT for testing. Ultimately, it was decided that a derivative of the ADO21 front-engine design would go into production as the Triumph TR7, and the ADO21 styling mockup was discarded.

MG's next venture into mid-engine cars was the MG EX-E, first showcased at the Frankfurt Motor Show in 1985. This striking concept, somewhat reminiscent of the contemporary Acura NSX, was powered by a derivative of the MG Metro 6R4 rally car, which was also used in the Jaguar XJ220 supercar. The detuned V6 four-cam engine delivered power to all four wheels through a five-speed gearbox. The expected power output was 250 bhp and 225 lb/ft of torque. Although the EX-E had the potential to be a stunning production car that could elevate MG's prestige, financial constraints led to its cancellation, possibly due to Rover's ill-fated return to North America under the Sterling name.



MG EX-E Concept Car (Credit: Austin-Rover Archives)

The team that worked on the MG EX-E later embarked on developing a production sports car inspired by the EX-E prototype. This car would eventually emerge as the MGF in 1995.

Enthusiasts within Austin-Rover pushed for a two-seat sports car worthy of the MG name. In the early 1990s, three separate teams were tasked with developing a two-seat open sports car for MG. The proposals included front-engine

rear drive, front-engine front-drive, and mid-engine-rear drive configurations. The chosen design was the mid-engine proposal.

The car that would become the MGF was developed throughout the early nineties. Similar to the ill-fated ADO21, a mockup of the dual overhead cam, four-cylinder powertrain and subframe were tested in a nondescript hatchback for road testing. The Rover Metro, humorously referred to as the "Pizza Van," provided essential design feedback for validating the suspension and driveline.

The base four-cylinder K-series engine coupled with a five-speed gearbox became the standard offering in the MGF, with an optional version featuring innovative variable valve timing. Luxuries such as air conditioning, power steering, and eventually a CVT automatic transmission were available.



MGF Launch Publicity Photo (Credit: Austin-Rover Archives)

The production MGF made its debut at the Geneva Motor Show in 1995, marking MG's entry into the mid-engine sports car market. The MGF would undergo several design changes during its production run and would be later rebranded as the MGTF.

*[Rodney McDonald is the editor emeritus of Spark & Spanner, and the proud owner of a 1996 MGF.]*



## Auction Roundup: MGAs

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

### 1960 MGA 1600 Roadster



Sold for \$17,750 on Bring a Trailer

Attractively finished in White over Red leather, this MGA's 2008 restoration shows some patina, and it has a Weber carb, but was considered well-bought.

### 1953 MGA 1600 Coupe



Sold for \$40,250 on Bring a Trailer

The subject of a ten-year restoration, apparently with no regard to cost, this Iris Blue coupe brought top dollar.

### 1962 MGA Roadster



Sold for \$27,038 on Hemmings

Restored in 1998-99 and still in very nice condition, this black over red Mark II earned a fair price.

### 1958 MGA Roadster



Not Sold for \$12,500 on Bring a Trailer

Commenters alleged corrosion hidden by filler, which likely killed any chances of selling this nice MGA driver.

## Around the Bend

Here's a brief rundown of upcoming events:

- **Renaissance Eurofest**, Oct. 14, 10:00 – 5:00, Ridgeland, Miss. For more information, visit [www.euro-fest.net](http://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.

Now where did I put that @\$& spanner?



**Ben Cummings** sent Ed. this photo, with the following description: "A long long time ago in a crevice far far away, someone lost a spanner. I removed a driver side wing from a Midget and found an old rusty wrench. I bet it rattled."

This appears to be a 7/16" or maybe a 1/2"; in a newer car, it undoubtedly would be a 10mm.

## An MG for the Aristocracy? Perhaps Not

*story by Noel Eagleson  
images courtesy of the author*

Since Cecil Kimber formed MG in 1923, the name has always been associated with the production of small sports cars that appealed to enthusiasts who enjoyed motorsport in general. They were relatively cheap and easily repaired, which perfectly suited those with a minimum of mechanical knowledge. The history of MG's success in international events including Le Mans and the Monte Carlo rally are very well documented in many fine publications focusing on all things MG. Even today many MG enthusiasts enter their cherished cars in local club and Historic racing events mainly in the UK, the US, and Australia.

Pre-WW2 MG did produce some rather attractively-bodied saloons; the very rare Airline Coupe T type and the SA saloon and drop-head Tickford Coupe specially built by Salmons of Newport Pagnall, Buckinghamshire are just two examples.

By 1948 most British car makers were back in business and MG now formed part of the Nuffield organization, which in 1952 following a merger with Austin became the British Motor Corporation headed by Sir Leonard Lord. MGs continued to be produced at Abingdon and the T-Type sports cars were much in demand, particularly here in the States where they were often raced at circuits like Watkins Glen and lake Elkhart on Saturdays and driven to church on Sundays.

In 1953 MG introduced the very attractive Magnette ZA saloon; they handled and braked well with a good quality leather trim. There followed a ZB Varitone model with a 64 HP upgraded engine. These cars were targeted at the better-off

class including your friendly bank manager or insurance broker.

Fast forward to the 1960s and BMC took to "badge engineering" in a big way with the arrival of ADO16 (Amalgamated Design Office Project No 16). This was a comfortable and affordable saloon designed with hydrolastic suspension by Sir Alex Issigonis and body by Pininfarina of Italy. They were truly a car for the working man and BMC capitalized on that with badged engineered variants including Austin, Morris, MG, Riley, Wolseley, and Vanden Plas Princess. Engines were 1098cc -1275cc A series transverse four-cylinders.

They were a great little car and I owned a 1965 Wolseley-badged car complete with strip speedometer set in a wooden dash and leather seats as standard. Yes, the Wolseley badge on the radiator grille did light up at night. Having front wheel drive traction sure was a big advantage when travelling on snow- or ice-covered narrow country roads back in Northern Ireland.



In this highly-competitive sector of world-wide car production, BMC was keen to have as big a slice of the pie as possible, so the "marketing gurus" came up with the answer!

By December 1963 they decided they would upgrade the rather opulent Vanden Plas version of

*(story continues next page)*

## MG for the Aristocracy, continued

ADO16 by grafting on MG badges to the standard VP grille and bootlid (trunk) plus MG 1100 hubcaps. The cars were built by Austin at Longbridge and then transported to Kingsbury, north London where skilled craftsmen fitted out the interior. A total of only 154/156 were built, all being left-hand drive and aimed at the American market.



In automotive terms this badge-engineered MG was a total flop; obviously the more affluent American public did not care for picnic tables in the back of the front seats, Connolly leather upholstery and Wilton carpets. This was clearly not an MG for the enthusiast or indeed the aristocrat and this last-ditch attempt faded out around September 1966. An Austin America became the next variant for the US Market.

Having attended many British classic car shows in several states I have yet to actually see an MG Princess 1100 other than through period photographs and a sales catalogue I picked up recently. Apparently, one may be on display in a museum collection in Kansas; if you know this to be correct, please let me know.

On a final note, the BMC/British Leyland range of Badge engineered ADO16 family cars ceased production around June 1974 with over 1.4 million rolling off the assembly lines.



North American MGB Register

The only MEMBER-RUN organization for MGB, MGC, Midget, 1100/1300 and Post Abingdon Car owners.

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Toll-free phone: 800-NAMGBR-1

[www.namgbr.org](http://www.namgbr.org)

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

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- **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](mailto:SparkSpanner@gmail.com). Almost any text format is acceptable. Please include relevant photos.*

# 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](mailto: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.]



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# 32nd Annual British Car Festival

## Celebrating the **Triumph TR6**



October 22, 2022 • Fairhope, Alabama

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# Weak and Rusty

Michael King, Editor, *Spark & Spanner*

## Car Show Pointers

If you are not already aware, the SABCC British Car Festival is imminent. As a past chair of this august event [*actually, October-Ed.*] I do feel somewhat qualified to expound on a few simple guidelines that will make the day and a half better for everyone.

**First, register your car.** Now. If you wait to the day of the show, you will have to outside the show field, trudge up to the registration table, fill out the form, and wait an hour or more for your personalized windscreen card. Conversely, if you pre-register (which you can do as late as the Friday night dinner, but why wait?) you can breeze through the line, collect your packet, and get on the field *without ever leaving your vehicle!*

**Second, follow instructions.** Your fellow club members are there to help you. They will guide you to the photo area, then to the parking area for your car class. They will help you get parked in an orderly manner. And, if you are trailering your car, they will help you get parked on the trailer lot at nearby First Baptist Church of Fairhope. They are not trying to harass you! Be patient and do as you're told. Remember, we are all friends here.

**Third, behave.** We are guests of Fairhope United Methodist Church, and we should show our gratitude for the eleven years (!) they have allowed us to use their beautiful campus and facilities. That means we must respect their properties and policies, and leave no trace of our presence at the end of the show. My personal practice has been to leave the parking areas cleaner than I found them, even if that means picking up trash I know was there long before our event.



**Fourth, pay attention.** The periodic announcements on the PA system are intended to help and inform. Listen to them. Also, as our president mentioned, we will have ten drawings throughout the day for very special door prizes, in a color and size that will fit anyone. You don't want to miss your number being called, if you are a winner.

**Fifth, be welcoming.** Out-of town registrants help keep our show interesting and diverse, and visitors allow us to share our hobby with the general public. Wear your SABCC name badge, and if you see someone you don't know, introduce yourself, and thank them for coming to the show.

**Sixth, vote.** We will have the ballots in cars as soon as possible after registration closes. Carefully consider all the entries in each class and the car you think is Best of Show, but turn in your ballot as soon as possible so that counting team can do its work.

**Finally, have fun.** Even if your car doesn't win a plaque. Even if you don't win one of those fabulous door prizes. Even if you have to wait in line at the food truck. Even if your car is not parked in the shade. Even if the award ceremony doesn't start as early as you hoped. Even if we get rain. Remember, your attitude is contagious. Make yours one folks want to catch.

# 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](http://www.sabcc.org).





## And now, for something completely different . . .



*Pierre Fontana sent Ed. this photo, saying he misses his old garage and the boys' companionship, the horsing around, the fabulous machines, and "odd ball" customers, so his wife Sharron made him a garage to play with. He said he hoped I would like it. Pierre, I like it very much indeed— Sharron is incredibly creative and talented.*

## 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**.*