

# Spark & Spanner

The Official  
Publication of  
the South  
Alabama British  
Car Club

September 2023





# From the President

Tom Renick

## Breaking Records

I made a pretty big deal in this space last year about our attendance-record-breaking British Car Festival of 2022. We outdid ourselves this year by having another record-breaking event. We had 154 registrations with a few unavoidable no-shows, but still about a dozen more than last year. Thank You, the weather was great and everything went as slick as owl grease. We still have final reports to come in, but so far the reviews are superb.

The party room was full for the Friday night BBQ dinner. It might be more popular than the car show. **Donna Eagleson** did her usual outstanding job of organizing. The food prepared by the ladies helping her was delicious, and there were three especially-prepared cakes celebrating the 100th anniversary of MG. Sights to see. Once dessert was finished, **Andrea Bertagnolli** unveiled the door prizes that she had collected and masterfully wrapped. Great job and well-received by the winners.

The valve cover race organized and officiated by **Peter Lee** was a roaring success. Who'd have thought. There were about ten entries and the competition was hot. The races went without a



Photo by Noel Eagleson

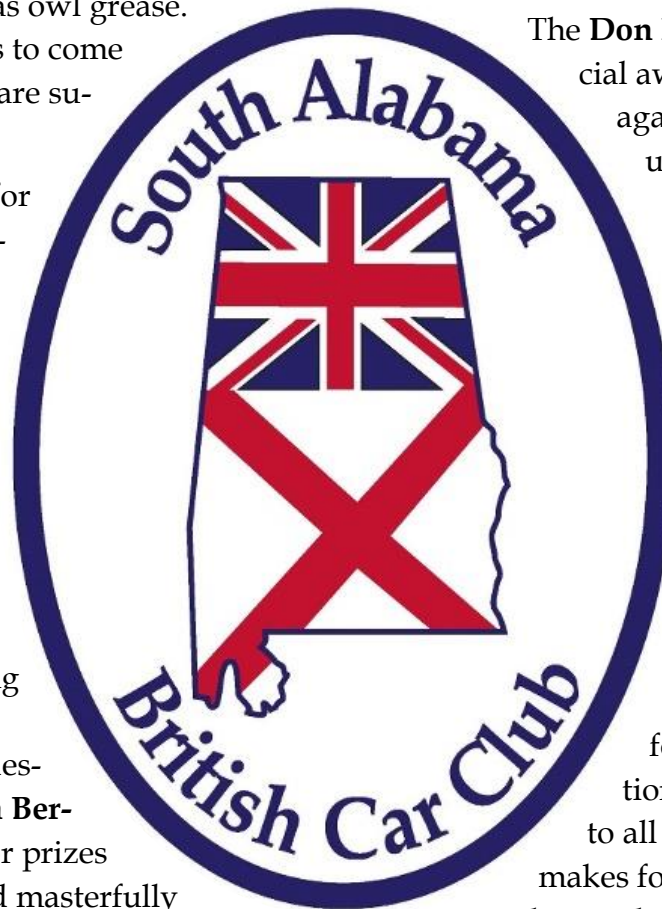
hitch largely owing to the ultra-fancy race track designed and built by **Lyman Dykes**.

The **Don Pritchett**-built famous special awards were warmly received again this year and will be valuable collector's items in the not too distant future, I predict. He also seemed to especially enjoy running his young people's game and awarding miniature British cars to them. More good for the future.

The Mardi Gras MG's were there decorating the field, along with numerous of our members performing necessary preparation for the show. A big thanks to all of them and that's what makes for a really Big Show. Everyone doing a little bit.

The New Orleans and Pensacola clubs pitched for their shows next Spring. Everyone check out those dates and make a serious effort to attend.

*Tom Renick is president of SABCC. He likes his food delicious and his competition hot – or is that the other way around?*



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

British Car Festival is Supported by



## Activities Calendar

**October 28, 2023**

**Lillian Methodist [Car Show](#)**, Oct. 28, 8:00 – 2:00, US 98 and Perdido St.

**November 4, 2023**

**Gulf Coast Auto Jumble**, Tom Schmitz's Garagemahut, Elberta, 10:00 – 2:00. Bring parts and anything auto-related to sell, or just bring cash to shop. If you're selling, please bring your own table.

**November 28, 2023**

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

**December 10, 2023**

**BCF Christmas Party**, Rock Creek Golf Club, 12:30.

### NOVEMBER 2023

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



# Sparks

## Club and Member News

### British Car Festival 2023

Perfect weather, A beautiful setting. A great theme (the MG Centenary). A special historic car (the 250,000 MGB, not displayed in nearly forty years). All these elements combined to break all prior records at the SABCC British Car Festival (BCF), with 154 cars registered and 140 on the show field.



*Bill and Melissa Silhan arrive at the BCF in their 1949 Triumph 2000 roadster. The car later won the **Richard. B. Cunningham, Jr. Memorial Best of Show trophy.** (photo by **Robb Ogletree**)*

Despite the record-breaking turnout (making this the largest British car show on the northern Gulf Coast in several years), the BCF started without incident, ran smoothly, and as the day progressed, settled into an even tick-over. All cars were on the field by 11:30 and voting began promptly at noon. Valve cover races on the new SABCC track were fiercely contested, and the awards ceremony commenced at 3:15 – again, a new record.

At the ceremony, 80 class winners, 17 MG Centenary special merit awards, and eight special awards were presented. The class and special award winners are listed on pages 6 and 7; the MG Centenary Class cars are listed on page 5.



*Valve cover competition. (photo by **Robb Ogletree**)*

While the focus of the weekend was the car show on Saturday, the other major BCF event was the pre-show dinner on Friday night. Nineteen tables filled with guests feasted on heavy hors d'oeuvres, pulled pork, baked beans, slaw, corn casserole, and two tables full of desserts. Decorated sheet cakes and a specially-prepared king cake from New Orleans. Thanks to **Andrea Bertagnolli** and her team, several attendees won fantastic door prizes.



*Small British saloon class, featuring **Peter Lee's Reliant Rialto Estate** and **Mac McNamara's Ford Anglia.** (photo by **Robb Ogletree**)*

Plans are already beginning for the next BCF, but topping this one will be a challenge indeed!



## More British Car Festival Photos



Abingdon Village, featuring some of the 60 MGs present at the show (photo by Will Chadwick).



Mrs. Lynn Wilson, whose husband Tony saved the 250,000th MGB some forty years ago, poses with the car at its first public appearance since Tony acquired it. With her is her daughter, Cherise. **Rodney McDonald, Michael Bertagnolli, Noel Eagleson, and Tom Renick** deserve sincere thanks for getting the car to the show. (photo by **Robb Ogletree**)

From top, the Friday night crowd; **Donna Jarvis** serves doughnuts and coffee to **Melissa Silhan** and **Bob Zabzdyr**; Land Rovers; **Don MacDonald** welcomes the Garrolls in their MG TA. (top three photos by **Robb Ogletree**; bottom by **Donna Eagleson**).



# British Car Festival 2023 Award Winners

Class	First	Second	Third
Austin Healey 100/3000	Peter Brauen	Terry Lopez	Dennis Carroll
Austin Healey Sprite & MG Midget	Benny Stiegler	Lyman Dykes	David Maloney
Jaguar Classic Sports	Jeff Herndon	Bill and Sandra Cashion	
Jaguar Classic Saloons	John Hans		
Jaguar XKE (E-Type)	Jeff Herndon	Noel and Donna Eagleson	Rick Huber
Jaguar XJ-S/XJS	Tommy Hartwell		
Jaguar Modern Sports	David and Dannette Menaker	Wally Waguespack	Marvin Kampenga, William Jackson
Jaguar Modern Saloons & Shooting Brakes	Dave Roloson	Michael King	Tobey Pitman
Pre-War MGs & MG T series	Tom Schmitz	Audrey Kennedy	Michelle Patton, William Williams
MGA Roadster & Coupe	Harry Barkerding	Paul & Mollie Reese	Frank Temple
MGB and MGC Roadsters, 1962 – 1974	Mario Gabriel, Jr.	Kelly Hayes, Clay Johnston, Tom Schmitz	Andrea Bertagnolli, Gil Stuart
MGB Roadsters, 1974½ – 1980	Jack Steinmetz	Mike McCord, Robert Rougelet	Tommy Manson, Timothy Witzigreuter
MGB and MGC GTs, 1965 – 1980	Gene Johnston	Charles Durning	Ben Cummings, Stan Oman
Modern MINI	Mike Grieco	Mattie and Peter Lee	
Modern Britannia	Michael Glore	John Grossi, Fred Wilson	Michael Ranieri
Classic Britannia Sports	Bill Silhan		



(awards continue next page)

# British Car Festival 2023 Award Winners (continued)

Class	First	Second	Third
Lotus	Jerry Hall 	Dean Duplantier	Taber Tompkins
Morgan	Tony McLaughlin, Fred Veenschoten 		
Large Britannia Saloons & Shooting Brakes	Mark Brown 	John Hans	
Small Britannia Saloons & Shooting Brakes	Robert Zabzdyr 	Randy Fleming	Peter Lee
Land Rover Classics	Ben Montgomery 	Mickey Slade	Emma Blue Bolton
Land Rover Modern	Charles Bell	David Couling	Jannea Willis
Sunbeam, All Models	Tom Renick 	Tom Renick	
Triumph Classic Sports, pre-1969	Jeff Herndon 	Phillip Herring	Dave Roloson
Triumph TR6	Caroline Brown 	Robert Reichert	George Bruno
Triumph Spitfire & GT6	Blitz Welch 	Charlie Dempsey	Mike Japp
Motorcycles	Jack Steinmetz 	Wilhemena Bolton	
Under Restoration	Buddy Noojin 		

**Richard B. Cunningham, Jr. Best of Show Award**

Bill and Melissa Silhan, 1949 Triumph 2000

**Diamond in the Rough Award**

Ben Cummings, 1971 MGB GT

**Pastor's Pick**

Beverly Dykes, 1979 MGB Roadster

**Hard Luck Award**

Tom Schmitz, 1956 MGA Coupe

**Tony Wilson Historic Preservation Award**

Tony Wilson, 1971 MGB GT, 250,000th MGB

**Longest Distance Traveled**

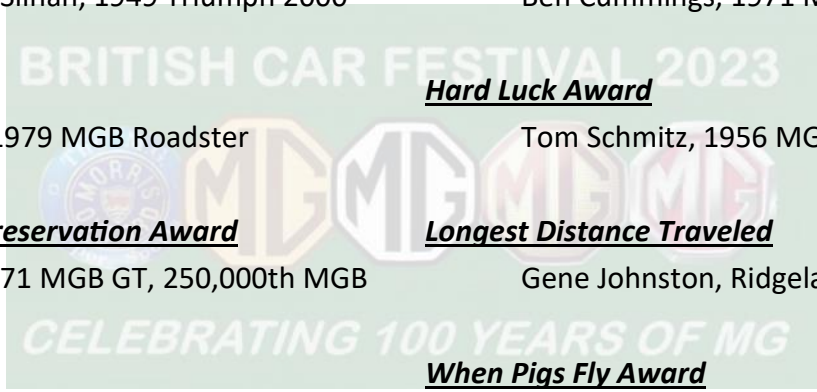
Gene Johnston, Ridgeland, MS (1973 MGB GT)

**Kid's Choice Award**

Tom Pocta, 2007 Lotus Exige S Coupe

**When Pigs Fly Award**

Buddy Noojin, 1967 Austin-Healey 3000





## More British Car Festival Photos



Top photo, a panoramic view of the MG Centenary Class. Cars in the group, from left, are James Hester's 1930 M-Type, Tim Garrold's 1939 TA, **Brian Daly's** 1962 MGA, Curt Derbe's 1952 TD, **Dwyke Rushing's** 1952 TD, Allen Bradley's 1957 ZB Magnette, Bob Manske's 1955 TF 1500, **Tom Schmitz's** 1956 MGA Coupe, **Bobby Peterson's** 1961 MBA, **Dick Bishop's** 1966 MGB, Keith Sanders' 1969 MGC, Matt Wilkin's 1974 Midget, **Stuart Reisinger's** 1966 MGB GT, Jennifer King's 1977 MGB, Danny Hart's 1976 Midget, Brian Monson's 1980 MGB LE, and **Rodney McDonald's** 1997 MGF. In the center is the 250,000th MGB, a 1971 MGB GT owned by the family of the late Tony Wilson. Bottom photo, the caretakers of the MG Class receive their Special Merit Awards. (photos by **Robb Ogletree**)



Special cakes Friday night. (photos by **Donna Eagleson** and **Robb Ogletree**)

Top, Tony Wilson Award; bottom, **Don Pritchett** presents the longest distance traveled. (photos by **Robb Ogletree**)



## Kids' Choice Award

story by *Don Pritchett*

This year we had 40 kids participate as judges in our Kids Choice Award. Their only criteria is to pick your favorite car. This encourages them to drag their parents around looking at the 150+ cars on display until they find their favorite one. When they turn in their ballot they get to chose a Hot Wheels type of British car to take home.

Fortunately there was a wide variety to chose from because their votes were spread over 21 different cars. A bright yellow Lotus Evora GT edged out a blue McLaren GT. Forty-seven Hot Wheels-type cars were handed out. The most frequently chosen cars were Land Rovers, but only half of the available toy cars were taken.



*The Kids' Choice Lotus Exige (photo by Robb Ogletree)*

The kids' selections of toy cars reflected of their voting trends. All the Lotuses were chosen along with 100 percent of the McLarens. Interestingly, 100 percent of the generic pink cars were also chosen. This is a reflection of the number of girls participating. Aston Martins, London Cabs and Jaguars [*Good on them-Ed.*] were chosen at 80 percent rate.

The puzzler was a miscellaneous group that included MGBs was chosen at a 45 percent rate with no MGB being taken. Ouch! On a positive note one ballot was turned in voting for "car number 250,000" as their favorite. So, I offer this final observation: if you are investing in a British car that will be very saleable in the future get a pink Lotus or a McLaren. If you have an MG, list it with AARP!

## Nominating Committee Report

In accordance with club Bylaws (Article 2-C, Organization and Membership), the nominating committee has prepared a list of members who have announced their intent to seek election as club officers for the year 2024.

- President - **Ben Cummings**
- V/P Activities - **Dave Roloson**
- Secretary - **Peter Lee**
- Treasurer - **Donna Eagleson**
- V/P Membership - **Rick Black**

### Members at Large\*

- **Dick Bishop**
- **Frank Stabler**
- **Don Blosser**
- **Ron Wolverton**
- **Tom Renick**

\*Note: The club bylaws currently allow for one Member-at-Large per 25 members, and as of October 24, 2023 we have a total membership of 152.

We have three appointed positions, and each incumbent has agreed to continue:

- Newsletter Editor: **Michael King** [*Really?-Ed.*]
- Webmaster: **Peter Lee**
- Historian: **Robb Ogletree**

There were no nominations from the floor at the October meeting, so nominations were closed. As per the club's bylaws, the nominations are to be published in the November issue of our newsletter. At the November club meeting one vote per paid membership will elect these nominees to office. A brief installation of officers will take place at the annual SABCC Christmas Lunch.

Respectfully submitted,

The Nominating Committee

*Noel Eagleson*

*Brian Daly*

*Robb Ogletree*



# Spannering

Repairs, Restorations, and Technology

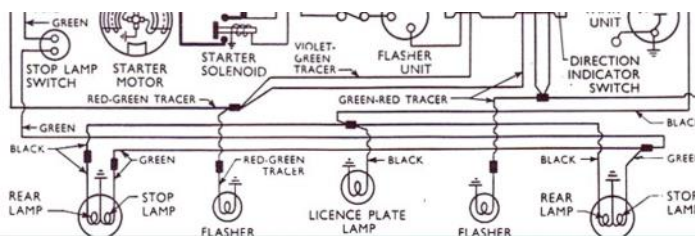
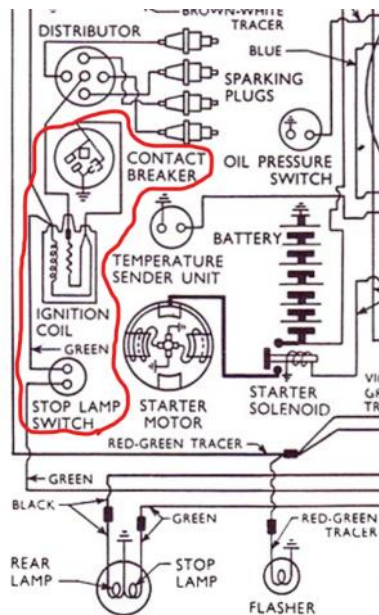


## Anglia Wiring Woes, Ongoing

story and photos by Mac McNamara

I solved the initial problem of which I last wrote. Recall the Anglia was dying whenever coming to a stop. Below is a screenshot of part of the wiring diagram for the car, except I've kind of cheated by circling the part of the diagram that is most important.

Notice the coil connections for the low-tension side has one wire going to the contact breaker plate while the other side of the coil has two wires. One comes from the ignition switch (not shown) and the other goes to the stop lamp switch, a hydraulic switch that, when depressing the brake pedal, closes a mechanical switch allowing current flow to the brake lights (diagram continues below).



The brake switch was shorting to ground so each time I pressed the brake pedal, the switch shorted, killing the ignition. Let off the brake and the car would either start and continue on

its merry way (because I was rolling in gear) or allow me to restart it since I was not already in motion. (Good thing Mobile has very few hills, as it would not start while my foot was on the brake!) I proved this by disconnecting the wire to the brake switch and driving a bit without issue. BUT THEN....

(Short side trip: I ordered and, on the Sunday after its arrival, drove to the DM garage without issue (that's Daniel's garage, FYI...at his house, not a business) to install it. While at the DM Garage, I also flushed the brake fluid and the clutch fluid. I believe the recommendation is once every two years, as your DOT3 and DOT4 fluids are hygroscopic and there is a LOT of water to absorb in this area, even without the rain. When there is water in the line and you press the brakes, a lot of things get hot. Water turns to steam which is easily compressed, meaning your solid brake pedal position becomes much less solid until you touch the floor pan with the pedal. Not much stopping power if that happens!)

Back to the story: After confirming brakes, clutch and brake lighting (and engine) worked while depressing the brake pedal in the driveway, followed by a test drive around the neighborhood, I parked the car hoping to take it to Biloxi for Cruisin' the Coast 2023. On Monday the week before CoC, I started the car and got out of the driveway when the spitting and sputtering robbed the car of all power. It would barely remain running and had to be pushed back to its parking spot.

ON TO THE NEXT BIT O' FUN

I began working on the Anglia again, still sus

*(story continues next page)*



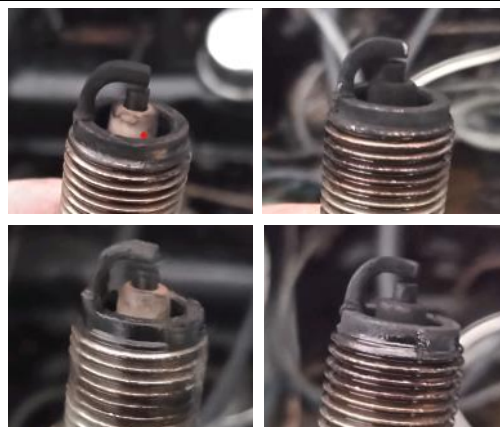
## Anglia Wiring, continued

pecting an issue with the carburetor/fuel delivery, but I was advised to check the condenser. That's the thing that is failing in most old cars today. If the condenser shorts, there is no fire and a lot of wiring gets hot while failing to crank the car. If the condenser opens, there's fire and the car will run, but the points will pit very quickly and the car will not run quite as well. Condensers are just not made as well as they used to be.

Anyway, I pulled a few "spare" condensers out of my bag (glove box) and tested them with my handy-dandy digital V-O-M that happens to have a capacitance meter as well. Checking the resistance of the condenser displayed a rise from 0 to infinity (OL for the digital world). Reversing the wires showed the same values, so the condenser is neither shorted nor open. Using the capacitance capabilities showed the value at around 8.11 micro-Farads. A quick check in the manual says the value should be 0.18 to 0.22 micro-Farads. It appears that all my capacitors (sorry, automotive world...condensers) have the same value. Either my meter is wrong OR my meter is right and all my capac...er, condensers are the same and beginning to be an open circuit. I've another set on order and will check that when they come in.

In the meantime, I pulled the number 1 spark plug to check it and...well, pictures...thousand words, etc. If you note, all the plugs are extremely fouled, but 1 and 4 are the cleanest around the center electrode. The black soot on the plugs indicates the car is running VERY rich. I have noticed fuel mileage is about half what I should be getting, so I suspect my carburetor is at the heart of the fouled-plug issue. A quick under-\$10.00 check/fix was to replace (and properly gap) the new plugs. The car cranked (eventually) and ran well, but the problem is not solved. After driving a few miles, I shut the car

off and tried restarting. It was very difficult to start without flooring the accelerator. It's flooding and I am not doing anything to cause that issue.



*Anti-clockwise from top left, plugs 1-4. Note the coking oil on plug 4.*

I planned to run a test recommended by my uncle: disconnect and plug the fuel line to the carburetor and crank the car until it dies from fuel starvation. Reconnect the fuel line and see if the "problem resolves itself" (i.e. trash preventing the float from shutting off the fuel flow needle valve) or the problem remains and I have a float that is not floating (which is what I suspect).

AND, on top of all this, the cooler weather has given an indication a new battery will be needed soon. I am attempting to recondition this battery with a feature on my battery charger and hope it can be made to last a few more weeks (months if I get really lucky). If not, I will close out the year having replaced batteries in several vehicles this year (and a couple that weren't even mine!)

## FINAL CHAPTER

Pulling the fuel line from the carburetor and running the float bowl empty (also proved fuel pump is in excellent working condition) did something to the float bowl/needle valve operation. After reattaching the fuel line and running for a couple of miles, the car is running so much better AND when I turn in off and re-crank, it's back to the way it used to be. It only takes a light touch of the key for it to restart.

*[Since the Anglia was at the BCF, we assume all is now well, and commend Mac for persevering-Ed.]*



## Jensen Healey Engine Project

*story and photos by Paul Reese*

The saga of Eddie Toenes' and Paul Reese's '74 Jensen Healey project continues. During the Sept. 16 Tech Day, the engine block was covered in oven cleaner, allowed to soak, and pressure



washed. The first picture (above) shows half the engine cleaned. The grease- and grime-covered pressure washer operator is not shown per the editor's "no dirty pictures" policy [*This is a family publication, after all-Ed.*].



At the Sept. 30 tech day, the engine was moved inside. Fred Veenschoten (above) is shown contemplating the dissection. After much more

contemplating, lots of penetrating oil and nut and bolt turning, and Bloody Marys, the crankshaft was out. The main and crankpin journals were measured for wear. The cylinder liners still need to be removed but one of them was also measured. Next is to contact a Lotus machine shop to discuss options.



Overall it went fairly well. One bolt head broken off but no bandages! And Bob Manske earned a bonus Bloody Mary for having a bolt with a head that fit a 3/4" hex head plug that needed to be removed.

### Engine

In line 4 cylinder engine inclined at 45° Twin overhead camshafts, dual inlet and exhaust valves. Bore 3.75 in. (95.2 mm) Stroke 2.73 in. (69.3 mm) cubic capacity 120.5 cu. in. (1973 cc). Compression ratio 8.4 : 1. Crankshaft: fully balanced 5 main bearings. Lubrication: sump capacity 12.3 pints (7 litres), full flow oil filter. Fuel system: electric pump, in line paper element filter, twin carburetors, fuel tank capacity 11 gallons Imperial (13 gallons U.S.) 50 litres, remote mounted, dry paper element air cleaner. Ignition: coil, ballast resistor, 12v system, Champion N7Y spark plugs. Cooling: pressurised 10 p.s.i. Engine driven fan. Oil cooler.

Above, from a period brochure, are the specifications for the Jensen Healey's Lotus engine. Per Wikipedia, "This multi-valve engine was the first modern dual overhead cam 4 valve per cylinder engine to be mass-produced on an assembly line. This setup put out approximately 144 bhp (107 kW), topping out at 119 mph (192 km/h) and accelerating from zero to 60 mph in 7.8 seconds (8.1 seconds for the emission controlled U.S. version)."



# Pierre's Wisdom

Pierre Fontana

## Simple Tools

Some of my tools are older than many of you, but they served me well. As simple as some are, they are just functional.

For many young customers on low budgets, I had to cut corners. Some of their treasures had seen a better time, and overheating was a problem on ill-maintained cooling systems. Sending a radiator to be cleaned was over their budget, so I devised a solution: I would run a strong cleaner in the system, let it soak for longer than the can required, and then I "HARD FLUSHED" the coolant backward and up the radiator filling port.



All photos courtesy **Pierre Fontana**

This must be done outside, as makes a mess. Remove a heater hose going in the block, attach the contraption to the hose, clamp it down, and connect an air hose to it. Make sure the radiator cap is off, turn the water hose valve open, and water will start running out of the radiator. Use around 30 psi in your air hose, like airing up a tire. Start pressurizing the system, take your time, and the radiator will act like Old Faithful in Yellowstone Park.

This will blow out old deposits in the radiator tubes—I said it would make a mess! I have seen lots of rust coming out. When it runs clear, remove the air pressure, open the bottom drain plug, and shut off the water. This technique helped many of you. When you have an old clunker running critically hot, it will help (and can't hurt).

*Pierre Fontana is a technical advisor for SABCC.*



# Spare Parts

## The 9 Best MG Cars of All Time

*story by Graham Hope, AutoExpress*

Since its founding in 1924 by Cecil Kimber, as a sporty spin-off from Oxford's Morris Garages, MG has led a rollercoaster existence, with some glorious highs and the occasional bitter low. What can't be argued is that the brand has delivered a wonderfully colourful portfolio of cars over the past century. Here we take a look at some of its most significant models of the last 100 years.

### MG14/28

Years of production: 1924-1927

Price now: £60,000 (est.)



Even today, there is debate among MG fans over the origins of the brand and what can be considered its first true cars. But what is undeniable is that the 14/28 was the first to be produced in any significant volume. Available as an open tourer (with two or four seats) and a coupé, the 14/28 established the concept of an MG as a separate entity from the Morris offering it was based on.

### MGA

Years of production: 1955-1962

Price now: From £18,990



A major commercial success for the manufacturer, the MGA represented something

of a new era for MG when it arrived in the mid-fifties, as was evident from its nomenclature. On launch, the roadster's flowing lines drew instant praise, and it was soon joined in showrooms by a hard-top coupé. Many were made for export, with the American market in particular charmed by its modern styling, technical innovations and the performance from its 72bhp, 1.5-litre engine.

### MG Midget

Years of production: 1961-1979

Price now: From £2,495



The Midget is rightly considered one of the most classic affordable sports cars of all time. More than 220,000 were sold across four generations over 18 years, which demonstrated the Midget's enduring popularity – all the more remarkable considering there was some dissent initially from MG fans regarding its similarity to the Austin Healey Sprite, which it was based on. Between 1961 and 1974, it featured Austin BMC engines ranging from 46hp to 65hp, demonstrating that raw power did not hold the key to the driving pleasure it afforded.

### MGB

Years of production: 1962-1980

Price now: From £5,750



The brand's defining car? Quite possibly. The MGB started life as a roadster, with a hard-top coupé version, the GT, joining the line-up three years after launch. More than half a million examples were sold over its lengthy production run, thanks to its appealing blend of stylish looks and an entertaining drive. These days the MGB roadster is recognised as one of Britain's most popular sports cars ever.

*(story continues next page)*

## The 9 Best MGs, continued

### MG Metro

Years of production: 1982-1990

Price now: From £5,995



The Metro, conceived as an eventual replacement for the Mini, had been on sale for two years as an Austin before a sporty MG variant was unleashed in 1982. A Turbo version followed in October that year, but arguably the most memorable MG Metro was the outrageous 6R4 rally car that was introduced in 1985.

### MGF

Years of production: 1995-2002

Price now: From £1,595



Launched to critical acclaim in the mid-nineties, and capitalising on the Mazda MX-5's popularity, this mid-engined, rear-wheel-drive roadster was a star in its own right, with cute looks, addictive handling and a comfortable ride, thanks to its Hydragas suspension. More than 77,000 found buyers during a seven-year production run.

### MG ZR/ZS/ZT

Years of production: 2001-2005

Price now: From £1,395 (ZR); £1,195 (ZS); £2,495 (ZT)



A clever piece of badge engineering saw the Rover 25, 45 and 75 models turned into the MG ZR, ZS and ZT respectively. These were performance cars that looked great, on account of their beefy bodykits and vivid colours, and

provided genuine enjoyment from behind the wheel. The ZR, fitted with a range of engines stretching from 100bhp to 158bhp, proved a particular hit with buyers, and was the UK's best-selling sporty hatchback for a while in the early noughties.

### MG6

Years of production: 2011-2016

Price now: From £1,995



On its arrival in 2011, Auto Express was slightly underwhelmed by this hatchback, lamenting that it was not the rebirth that fans were waiting for but pointing out: "MG needs to reinvent itself as a modern brand, not a recreation of dated cars of the past." How prescient that statement proved to be. As time has shown, the first car launched under SAIC ownership did a good job of re-establishing MG on the public's radar, paving the way for its current success.

### MG4

Years of production: 2022 to present

Price now: From £21,799



Few cars of recent years have resonated quite so well with their target audience as the all-electric MG4 has done. Designed to deliver zero-emissions motoring at an affordable price in a stylish package that requires no compromises, this all-electric hatch has spectacularly hit the spot, propelling the brand to major success in the sales charts and picking up a host of awards, including 2023 Car of the Year from Auto Express's sister site DrivingElectric.

*[Tony McLaughlin sent this article, which seems timely given the theme of the BCF-Ed.]*



## Auction Roundup: MGBs

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

### 1966 MGB Roadster



**Sold** for \$15,000 on Bring a Trailer

*Resprayed in BRG in 1995, and trimmed in black leather with white piping, this MGB had only minor needs.*

### 1973 MGB GT



**Sold** for \$18,600 on Bring a Trailer

*In gold over black, this GT offered some upgrades, including gold Enkei wheels, a GPS speedometer, and a Nissan five-speed transmission.*

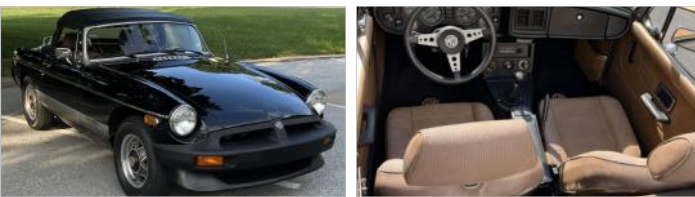
### 1979 MGB Roadster



**Sold** for \$11,500 on Hemmings

*Given its strong presentation in Carmine Red over black, this might be a bargain with a capital B. The lack of overdrive and wire wheels probably affected the price.*

### 1980 MGB Limited Edition Roadster



**Not Sold** for \$7,500 on Bring a Trailer

*This shiny black over tan LE needed some attention, but most commenters were surprised it did not sell.*

## USA Exhibits "Mr. Cecil's" Art

During the month of November, the University of South Alabama Baugh Biomedical Library is hosting an exhibit of artwork by veterans. The artists span from WWII through present day.

Late SABCC member **Cecil Pugh** was a WWII veteran of the US Army Air Corps (the precursor of US Air Force). A selection of his artwork will be part of the exhibit. His artwork consists of 52 years of advertising local, national and international businesses.

A reception will be held at the Biomedical Library on November 6th at 3:00 pm. All are welcome to attend. Cecil's daughter Nancy Pugh says "I personally would love to see some SABCC-ers there."

Please contact Nancy at 251-680-1644 if you need any more information.



*Jon Gosnell sent this photo as a suggestion of how to paint rims without getting overspray on one's tires. Ed. does not recommend using these cards on one's next poker night!*

# Around the Bend

Here's a brief rundown of upcoming events:

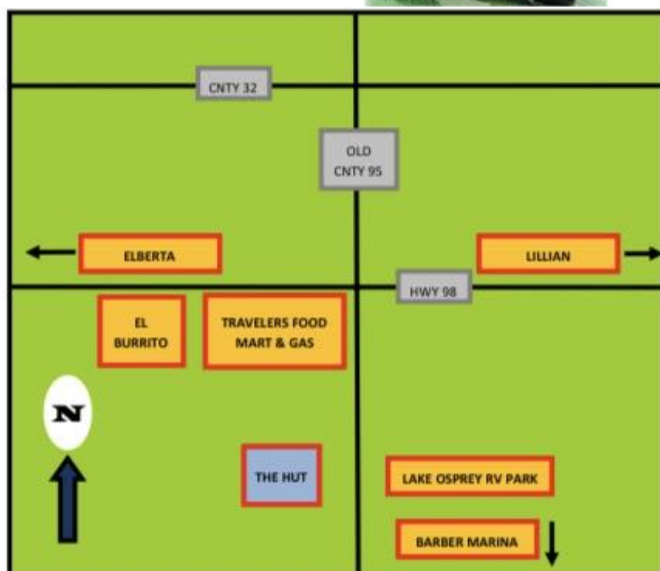
- **Lillian Methodist Men's Club [Car Show](#)**, Oct. 28, 8:00 – 2:00, US 98 and Perdido St.
- **Gulf Coast Autojumble**, Nov. 4, 10:00 a.m., **Tom Schmitz's "Garagemahut"** in Elberta. Swap meet for all things British motoring. If you're selling, please bring your own table.

## THE GREAT GULF COAST ALL-BRITISH AUTOJUMBLE

**Saturday, November 4**  
**Tom Schmitz's "Hut"**  
**Elberta, Alabama**  
**10:00AM-2:00PM**

Here is your opportunity to clear out your collection of British car parts, pieces and related automobilia in an event that spans the British car clubs of the north central Gulf Coast region!

Bring your wares along with a table to display them on and join in the fun of finding even more stuff that you never knew you needed.



From the west: US 98 thru Elberta to Old CR 95, right.  
 From the east: US 98 thru Lillian to Old CR5, left.  
 Go approx. 0.9 mi. and look for the Union Jack, right.



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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.*



# Classifieds

## 1960 Triumph TR3

Stored in rear of my shop for the past few years. Too many new projects. This one needs to go.

- Frame clean, straight, painted a few years ago. no rust
- Tires, brakes, and wheel bearings new
- Engine turns free but has not been run in many years
- Gearbox shifts easily
- Body is off the car; floor pans and door sills are rough, but rest of the sheet metal is pretty straight.
- Lots of new parts included
- Carbs were rebuilt by Mike Darby a few years back

I also have a spare TR3 engine and two TR3 gearboxes that I will include or can sell separately.

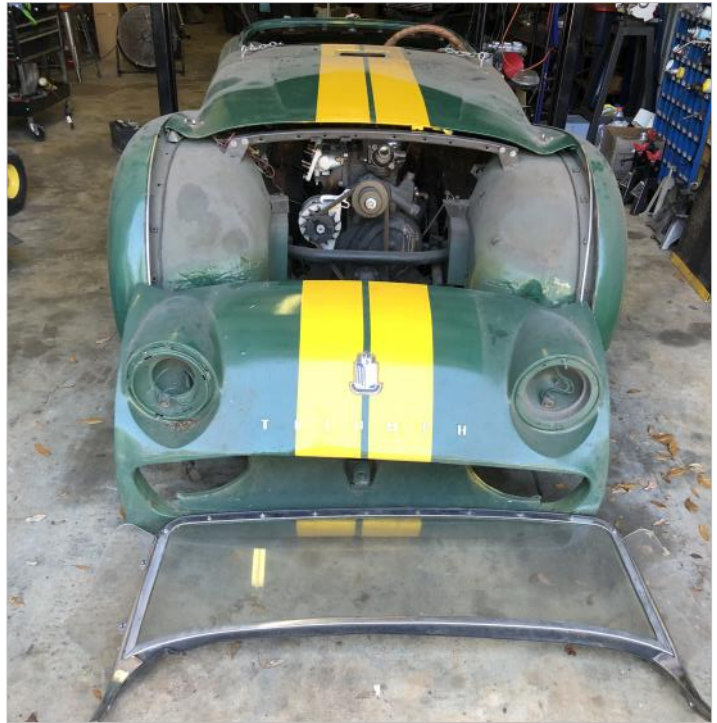
Car can be seen in Daphne. I have lots more photos if anyone is interested.

I'm asking \$2500 for the lot. Let's talk.

*Laramie Dixey*

251-472-6446

*planetdixey@gmail.com*



3 quarts of Redline MT90 75W90 GL4 manual transmission lubricant and one of high performance 75W90 gear oil for sale, \$10 each. They are old, but should be good. **Bob Bulfin, [Bobbulfin@gmail.com](mailto:Bobbulfin@gmail.com)**



## Thank you Sponsors!



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**Brian Daly, in  
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Hervey, Neil and  
Betty Daly**



Tom Schmitz, in  
memory of  
Jeanne Schmitz



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John Liptak  
John Little  
Linda Ross

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Mike Schiebert & Michelle Patton  
Mr. Gene's Beans  
O'Reilly Auto Parts Daphne  
Robb & Elisabeth Ogletree  
StickIt2TheMax  
Taber's Toybox  
The Royal British Legion  
Tractor Supply  
W. R. Bishop



# Weak and Rusty

Michael King, Editor, *Spark & Spanner*

I admit it—I'm not a big Disney fan. I last went to Disneyworld in 2004, and before that, I'd not been since 1981. If you are a Mickey devotee, I won't judge, as long as you don't condemn me (I've also never seen *Star Wars*).

I have, however, learned a little about Disney's approach to customer service—their "guest experience." They call employees "cast members," and consider all public areas of the park to be "on stage." Employees are to stay in character to ensure that every guest has the best possible Disney visit.

One way they accomplish this by having a vast network of tunnels, hidden entrances and exits, and behind-the-scenes spaces where cast members eat, dress, take breaks, repair equipment and costumes, and generally do all the tasks that don't need to take place in the eyes of the public. These areas are called "backstage."

Sometimes, I believe some of our guests, and even some club members, at the British Car Festival (BCF) don't realize all the work that goes on "backstage." No, we don't have tunnels or secret areas, unless you count the Christian Life Center at the church where the votes are counted on Saturday. What I mean is all the work that goes on before, during, and after the BCF to make sure that everything goes smoothly.

Let's start with show planning. In a series of about ten two-hour meetings, starting not long after the last BCF has wrapped, the show committee hashes out all the details. This involves selecting dates and a theme, securing the show sites, getting artwork, and producing postcards in time for the spring shows in New Orleans and Pensacola. Sponsorship and registration

forms have to be updated, classes have to be reviewed, and contacts must be made with regional and national organizations to advise them of the show dates and themes. We also have to get our insurance coverage in place. By early summer, we are recruiting the title and general sponsors, ordering dash and awards plaques, designing and printing T-shirts, and lining up volunteers to fill key roles.

Not long after that, we begin registering cars, recruiting class sponsors, designing and printing show ballots. Supplies for the goody bags have to be bought, food for Friday night needs to be ordered, and someone has to get the door prizes for the pre-show dinner.

Meanwhile, the field layout has to be developed, adjusted, and then adjusted again as the registrations come in. We expect high volume for the theme cars, but we're never sure how that will affect the rest of the field.

In the final weeks before the show, we shift into high gear. Shirts have to be sorted and bagged, windscreen cards are being printed, and sponsor assignments have to be completed so that the class signs can be completed. For many of us, the show week itself is almost non-stop, and on Friday night and Saturday, early mornings, late nights, and skipped meals are routine.

So if I, or any of the other show leads, seemed tired, frustrated, or even short-tempered at the show, please understand. We've been backstage for months, and when we are onstage, we cannot always promise a "Disney guest experience." We are all, in fact, volunteers, and we are humans—tired, sore, and perhaps on the verge of burnout—not characters in costumes with fixed smiles.

We are about to start on BCF 2024, and we might ask you for help. Please consider joining us backstage. Our guests, and our hobby, deserve the best BCF experience we can offer.

And now, for something completely different . . .



*Why a photo of an event that happened in August? And why is the picture so grainy? Well, Max Menaker shot this on a Canon AE-1 camera using 50-year-old film—proof that as with our cars, and some of us, "old" does not necessarily mean "useless."*

## 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**.*