

Spark & Spanner

The Official
Publication of
the South
Alabama British
Car Club

April 2024



From the President

Ben Cummings

Spring has sprung! And the spring car festivals have begun. The New Orleans club had a wonderful event in Covington. Our **Max Menaker** organized a classic car show in downtown Mobile, The Downtown Showdown. And next weekend our neighbors in Florida, the PBCA, will hold their annual car festival in Seville Square. Experiencing springtime in our little British cars is wonderful. And seeing other cars at the spring events makes me want to polish the chrome, change the oil and drive. The bright sunshine but still cool air is refreshing. The cold dark days of winter are behind us. So, let's get our cars out and drive them! Show off your cars! Now that it's daylight longer, I hope to see more British cars at our regular monthly meetings. I'll be asking who drove what and I'd like to hear a little about your car. Let's make our monthly meeting look like a meeting of British car enthusiasts. I want to see some of your cars in the Don Carlos parking lot.

Last month I asked everyone to bring a young person to this month's meeting. Bring a son, daughter, grandson, granddaughter, or any young person with you to the meeting. We want to hear what they think about you and your British car. Is there a story you or your young person can tell about your British car? Was there an adventure or funny event? Or do they think it's just weird? I'm proud to bring my daughter. It will be interesting to hear what she thinks of my little hobby. I hope to meet and hear from other young people. It could be a lot



of fun.

Last month I flipped the meeting around and held the presentation before the regular boring business stuff. It gave the presenter adequate time to make his presentation. And what an interesting presentation it was. Thank you, **Fred Veenschoten**, for sharing images of cars and other mechanical things you find interesting.

And lastly, the boring stuff. Included in this newsletter is a copy of our bylaws with some proposed changes [pp. 5-7-Ed.]. Please read through it and share your thoughts. I said at last month's meeting that I want feedback and don't want to be a president that forces changes quickly without adequate discussion. So, please take a little time and read the bylaws. At this month's meeting I look forward to hearing what you think of the proposed changes.

Safety Fast,

Ben

SABCC Club Officers

President	Ben Cummings
VP-Membership	Rick Black
VP-Activities	Dave Roloson
Secretary	Peter Lee
Treasurer	Donna Eagleson
Member at Large	Dick Bishop
Member at Large	Don Blosser
Member at Large	Tom Renick
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! Well, at least until 2025, perhaps-Ed.*].

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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.

Around the Bend

Upcoming Club Activities



April 19 and 20, 2024

PBCA Brits on the Bay

The Panhandle British Car Association will host its annual show in Pensacola's historic Seville Square on April 20, with the pre-show dinner at the nearby Museum of Commerce at 5:00 on the 19th. Celebrating 100 years of MG (sound familiar?), this is the closest all-British show to our neck of the woods. Registration is now open at the low price of just \$25 (the form is [here](#)). SABCC's convey will leave the Jubilee Square Starbucks at 8:30 a.m.

May 11, 2024

Convoy to Cars & Coffee

Meet your fellow British car enthusiasts to convoy to the big Cars & Coffee Event in

Spanish Fort. We'll leave from Village Point Preserve Park at 7:45 a.m.

May 18, 2024

Annual Club Picnic

Everyone loves a shrimp boil! Join SABCC at Silverhill's Oscar Johnson Park at 11:00. Details will be shared at the April club meeting.

May 25, 2024

Silverhill Car Show

Benefitting the Silverhill (Ala.) Veterans Memorial Organization, this judged show is open to all makes and models but offers a British class. The Brits always commandeer the southeast corner of Hwy. 104 and Co. Rd. 55, thanks to the Mardi Gras MG Club. Registration is \$25 and the judging starts at 11:00.

April 2024

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

May 2024

SU	MO	TUE	WE	TH	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
						Cars & Coffee
12	13	14	15	16	17	18
						Club Picnic
19	20	21	22	23	24	25
						Silverhill Show
26	27	28	29	30	31	
		NO CLUB MEETING				

Constitution and Bylaws Of South Alabama British Car Club

Article 1. Name and Purpose

- A. The name of the organization shall be "South Alabama British Car Club", hereinafter referred to as the Club.
- B. The purposes of the Club are:
 - 1. Promote camaraderie through British car oriented events, and provide a local meeting place for British Car enthusiasts.
 - 2. Provide, via a program of varying activities, a means of broadening the scope of the enthusiasm of the individual members. Provide support for such charitable organizations or community service activities as the membership shall from time to time approve.
 - 3. Provide a multi-faceted source of information concerning British cars, their uses, their maintenance, and their preservation.

Article 2. Organization and Membership

- A. The elected officers of the Club shall be as follows:
 - 1. President
 - 2. Vice President/ Activities
 - 3. Secretary
 - 4. Treasurer
 - 5. Vice President/Membership
 - 6. Member-at-Large, one per 30 members
- B. The Executive Committee shall consist of the elected officers of the Club and the Newsletter Editor, each having a single vote on issues brought before the Executive Committee. It shall conduct all business necessary for managing the Club. The Executive Committee shall appoint a Newsletter Editor who shall publish monthly and special newsletters, and such committee chairs as may be needed to assist in conducting the business of the Club.
- C. The timetable for Club elections shall be: A nominating committee shall be appointed by the Executive Committee at the September meeting. The nominating committee shall propose a slate of officers at the October meeting. At that time additional nominations will be accepted from the members present. Nominations shall then be closed. The list of nominees will be published in the November issue of the Newsletter. New Officers shall be elected at the November meeting. To be elected, a candidate must receive a simple majority of votes cast by members present, one vote per paid membership. Voting shall be in person. ~~with voting by proxy or by absentee ballot prohibited.~~ Absentee ballot voting is prohibited. But an absent voter may appoint a proxy to vote on their behalf. Written authorization from the absent member stating the name of proxy voter must be presented prior to a vote. New Officers will be installed at the December meeting.

- D. In the event that an elected office becomes vacant for any reason, the Executive Committee, by simple majority vote, shall appoint an individual to fill that vacancy until the next regularly scheduled annual election.
- E. Membership shall commence upon receipt of a completed application form, available at any meeting, including sponsorship by a current member, payment of annual dues, ~~and approval by the Executive Committee~~. Membership shall be renewed on an annual basis, by submission of dues ~~and approval by the Executive Committee, not later than the first day of the month in which membership commenced. Members shall be those individuals who are approved, and whose dues are paid to date.~~ Members whose renewal dues are more than 30 days late shall be subject to being removed from the rolls of the club.
- F. A member may be removed from membership for actions prejudicial to the safety or purposes of the Club, upon vote by three-fourths of the Executive Committee. The action may be appealed to the general membership at the next general meeting, to be decided by a simple majority vote.

Article 3. Duties of Officers

- A. The President shall conduct all general, special and Executive Committee meetings according to Roberts Rules of Order. The President shall represent the Club in any external matters not requiring other officers or members, or shall appoint someone to do so.
- B. The Vice President/Activities shall be responsible for planning all Club activities. The VP shall stand in for the President when necessary.
- C. The Secretary shall keep minutes of all meetings, and handle any correspondence necessary to the business of the Club.
- D. The Treasurer shall collect all monies incoming to the Club, and make all necessary disbursements of Club funds. The Treasurer shall keep records of all transactions, and provide a report of the Club's financial position when required. The Treasurer shall deposit all monies in a Federally insured institution. ~~The bank account shall be arranged to provide access by the signatures of two of the elected officers of the Club.~~
- E. The Vice President/Membership shall maintain the official rosters of members and supporters/contributors. These lists shall be maintained according to all legal consideration of privacy and personal information, and shall not be distributed outside the Club by any member. The VP shall stand in for the President when necessary.
- ~~F. Any officer who misses two consecutive Club functions, or special events of any sort, without the approval of the Executive Committee, may be removed from office by vote of the Executive Committee which will then replace that officer in accordance with these bylaws. The Executive Committee action may be appealed in accordance with Article 2F.~~

Article 4. Meetings and Voting

- A. Written notice of each general meeting or event shall be provided to each current member via the newsletter **or email**. All written communication shall be addressed to the last known address on record.

- B. A special meeting may be called at any time by the Executive Committee, or a minimum of twenty percent of the current members by written request.
- C. A simple majority vote at a Club meeting is required to pass a motion for regular Club business. A two thirds vote of members present is required to change Bylaws after notice has been given to the entire membership.
- D. Roberts Rules of Order shall be the authority of procedure.

Article 5. Safety

- A. It will be the policy and practice of the Club to support and uphold city, county, state and federal laws, and to ensure that Club events are designed within those laws.
- B. In the interest of safety and legality, members may not be under the influence of either alcohol or illegal substances (illegal drugs) during Club driving events, subject to immediate disqualification of the individual and vehicle and possible action under Article 2F.
- C. Seat belts will be worn during all Club driving event and vehicles participating shall be in safe working order and in compliance with applicable laws.

Article 6. Dissolution

In the event that the Club is dissolved, any assets remaining on the day of dissolution, after payment of all outstanding obligations, shall be distributed to any nonprofit corporation or governmental agency qualified to receive such contributions, to be used only for the purposes set forth in Article 1B above.

Article 7. Amendments

Following review by the Executive Committee and publication of a proposed change to the Constitution and Bylaws in the newsletter, this document may be amended by a two-thirds vote of the members present at the next regular general meeting of the Club.

Article 8. Status

- A. The Club shall be operated as an Alabama non-profit entity operated exclusively for the purposes outlined in Article 1.
- B. Nothing herein shall constitute individual members as partners for any purpose. No member, officer, or agent of the Club shall be liable for the acts, or failure to act, on the part of any member, officer, or agent.
- C. The property of the Club is irrevocably dedicated to the objectives listed in Article 1. No part of the net income or assets of the organization shall ever accrue to the benefit of any member or officer thereof, or to the benefit of any private person. Expenditure of Club funds for other than the objectives listed in Article 1 shall require approval of three quarters of the entire membership of the Club.

Sparks

Club and Member News

Brits Invade Colorful Covington

story by *Noel Eagleson*
photos by *Robb Ogletree*

The British Motoring club of New Orleans has been looking for a new location to host their annual show and finally settled for downtown Covington, Louisiana. I'm sure this was not an easy decision to make and a lot of planning went into making this a perfect spot to display a wide array of classic British cars and motorcycles.



Our small convoy arrived safely and everyone was quickly directed to the designated parking area for their make/model. The quaint side streets with numerous arts and crafts shops, antique stores and wide variety of hostelrys to sat-



Covington's streets were lined with cars



isfy most tastes buzzed with locals not normally used to seeing an invasion of this nature.

Mother Nature cooperated providing a spring-like day with sunshine and a slight breeze, just enough to make everyone feel comfortable as they walked around and talked to owners who were very willing to share the history of their cars, and many also allowed young children to sit in their cars for a memorable photo [Good on those owners!-Ed.]



President Cummings' Sprite was ready for its close-up

During the course of the afternoon, our club President, **Ben Cummings**, was approached by a member of the public who was extremely keen to do a swap for Ben's Diamond in the Rough '69 Austin Healey Sprite. This transaction I understand would involve an equally rough BMW 2002. After much cogitation Ben decided not to transgress over to the dark side and trailer home a piece of Teutonic metal. Perhaps just as well, he may have been the shortest serving president in the club's history!

Competition in each class was extremely strong making judging a challenge in many cases; how-

ever club members did shine through and got to the podium. **Bob Zabzdyr** with his ubiquitous London taxi gained 1st against very stiff competition from several pristine Rolls-Royce and Bentley saloons.



Bob Zabzdyr shows his London Taxi to a guest

For most of us, bringing one car to a show can be a challenge, yet **Jeff Herndon** had three of his



Jeff Herndon's TR3

collection on display and gained two 1st-in-class places with a 1954 Jaguar XK120 and a recently restored 1957 Triumph TR3A. I particularly liked the dark British Racing Green TR. Jeff never ceases to amaze me with the attention to detail and quality of each restoration.

Robb Ogletree, with his always driven, never trailered 1962 black MGA roadster gained a very creditable 3rd-in-class against stiff competition.



Far left, Robb Ogletree's car on MGA row.

Yes, there were winners and losers but the most important aspect of attending a British car show is having a great day out, meeting old friends and making new acquaintances. And, who doesn't love the Reliant Bond Bug [see below-Ed.]?



Congratulations to BMCNO for having the courage to make the move to Covington, let's hope they will be back in the same location next year.

Safety Fast! - Noel

A Strong Start for the Downtown Showdown

According to **Mac McNamara**, the inaugural Downtown (Mobile) Showdown, put on by SABCC VP of Activities **Max Menaker** on April 13, had quite a British representation amid other older and newer cars. *Ed.* appreciates Mac's report and photos!



David and Dannette Menaker's modern Defender



An older, right-hand-drive Land Rover Defender



Jeff Herndon's Jaguar XK120 was a class winner in Covington



Modern MINI Countryman



Mac McNamara's Ford Anglia



Keith Jarvis' MGB Roadster



Don Pritchett's Morris Special

There Was “Snow-thing” Else to Do

story by *Mason Blosser*

Sometimes you just have to make the most out of the situation. I’m Mason Blosser, SABCC’s defector to The Great North Woods of New Hampshire, and in early April I just wanted to take my 1979 MG Midget out for an evening. This may officially be “spring,” but with close to a foot of snow in the forecast for the coming week, one must take every chance one gets for a drive with the sun in the sky and no salt on the road (yet).

Many fellow readers may be of the age to remember taking a date out in their little British car. It’s a tradition that should be continued by the next generations. Well, that is exactly what I and my girlfriend Cristina had in mind one chilly Tuesday evening. After signing off from work and leaving the office and walking 10 feet or so to the kitchen (it’s tough working from home sometimes), I packed up a thermos of hot water and another with macaroni and cheese. While any day in a classic British car is a special occasion, we opted to leave the caviar and champagne at home.

The next task was probably the most difficult part—convincing Cristina to climb into the Midget with the top down, temps falling into the upper 40s, and the sun abandoning us to hide behind clouds. After much coaxing, she agreed but not without putting her hair up and grabbing a blanket to stay warm. I told her I had the heater on full, but that just resulted in an annoyed glance that risked putting the entire operation in jeopardy.

The short three-mile drive to Lake Massabesic to the east side of Manchester, NH was a bit chilly but nothing a blanket and a warm coat couldn’t combat. We pulled up beside the water and pulled out our fancy dinner, careful not to el-



The author in his MG at the 2022 British Car Festival.

bow each other when reaching around the seats. We brewed our tea with the hot water from the thermos and some tea leaves we had recently picked up at the Fairhope Tea and Spice exchange when we were down for the Arts and Crafts festival. There’s nothing like a bit of home to warm the heart and the soul.

We fumbled around with the thermos of macaroni and cheese, somehow managing to not spill the tea on ourselves or the radio. It was a tranquil experience to watch the rough and choppy water of the lake, a sign of the snowstorm to come.

We departed the lake and decided to run by a local ice cream shop on the way home (as if we weren’t cold enough already). I couldn’t argue—I just wanted to drive the Midget a little more before retiring it to the garage and waiting for the storm to pass and the salt to wash off the roads. Overall it was a pleasant experience to step away from the busy-ness of life and have a small picnic dinner in an even smaller British car. It was cramped but we’re still young and flexible, and even if you aren’t I encourage you to take your car out as often as possible even if it’s just for a few miles, a cup of tea, or macaroni and cheese.

Spannering

Advice on Repairs, Parts, and Services

Is Your Engine Tired?

story by *John Twist*, University Motors
(reprinted with permission of the author)



I talk to a lot of MG owners about the condition of their engines. Over and over, I hear the phrase, “My engine is tired.” I tell them there is no such thing as a tired engine. The real question is: does your engine have what it needs to run well? Think of your own body – if you were thirsty, hungry, overheated, and constipated, would you feel great? Of course not!

To give your engine more pep, consider these five factors that determine its health:

1. **Water leaks.** Do the freeze plugs leak? Is there a crack in the head or the block? Is there a leak at the water pump, thermostat housing, heater control valve? Many of these leaks are easily repaired, but not the cracked head or block.
2. **Oil consumption.** Does the engine use too much oil? What is too much? Personally, anything more than about one quart per thousand miles is too much for me – but oil is much less expensive than engine work. The engine consumes oil because it leaks it or burns it.

The engine might leak because the PCV system is plugged and the engine is pressurizing. It might leak because seals, gaskets, or fittings are faulty or loose.

The engine might burn oil because the PCV system is plugged. It might burn oil because the valve guides are worn. Oil burning is almost always because the rings are faulty.

3. **Compression.** The compression should be consistent within 10%. Faulty compression is usually caused by a burnt exhaust valve, but both the intake valves and compression rings can and do burn.
4. **Oil Pressure.** The oil pressure on all our engines, TC through 1980 MGB should be about 75 psi running down the road (MGCs about 35). Low oil pressure is an indicator of wrong or diluted oil, a faulty oil pump, or worn bearings.
5. **Camshaft Condition.** The lift at each lobe on the cam should be the same within 0.010”.

That’s it! No where in these factors can you find or use the word “tired.”

Replacing the water pump is less expensive than rebuilding the engine. Fitting new oil rings is less expensive, too. So it goes for a valve grind or new bearings or a new cam. On the other hand, if three or four of these factors are faulty, one can make the case for an engine rebuild.

Always approach each problem with the simplest, least expensive option first!

[John Twist, an honorary member of SABCC, is one of the world’s leading authorities on all things MG, but much of his advice applies to all British cars. You can find more of his articles at his [University Motors website](#). You can subscribe to his newsletters and get access to his weekly online tech sessions [here](#).-Ed.]

The Best of

Pierre's Wisdom

Pierre Fontana

Met Problems and Asian Dynamos

A new-looking Nash Metropolitan was just purchased by a future member (I hope, I'm trying!). My repairs on the Met were the tedious kind: electrical, making the turn indicators and other lights work. Since the turn signal switch is built into the horn button, it is a pain of careful soldering.



All photos courtesy **Pierre Fontana**



The Met with a nice-looking chrome bumper MGB

I gave the car a minor tune up, a good test drive and away it went, easy. Few minutes after he left, I received a call and he said, "guess what." I was scared to think about how I could have screwed up. He said the left front wheel – drum and all – fell off. He had a wrecker coming and was going to try fixing it himself first. If not I would get it back. Moral of the story: Buy a new toy- check it over carefully.

Next, I want to apologize for making fun of Chinese parts. Most of what I've used lately are of very good quality – some better than original. As an example, a Triumph TR-4 A generator I looked at was beyond reasonable repairs. The



Quality Asian generator

fields were rotten and shorted. But for around \$90.00 I bought a new one - no exchange, no freight. eBay has a perfect solution, with this seller having a 99.9% satisfaction rating. The owner saves a lot. Please don't make the Chinese mad.

Pierre Fontana is a technical advisor for SABCC. This article was first published in May 2017. By the way, the even though the Nash Metropolitan was a product of the company which later became American Motors, and designed in Wisconsin, it was built in the UK using Austin mechanical components and a body from Fisher & Ludlow (later Pressed Steel Fisher) which also produced bodies for most of the major British manufacturers.-Ed.

Spare Parts

News from the British Car World

MG Century: 100 Years – Safety Fast! by David Knowles

reviewed by *Rodney McDonald*

The preeminent living authority of all things related to the history of MG has written a book celebrating the marque's centennial. *MG Century* is the latest in a long line of MG volumes by David Knowles.

Unusually, for an MG history, *MG Century* begins with an in-depth telling of the early life of William Morris whose cars would contribute so much of their DNA to MG. Naturally, Cecil Kimber's story – along with many other early pre-war MG luminaries are presented, too.

One hundred years is quite a long time to cover in a single volume but, Knowles' research and access to personal papers of long-time MG employees brings to light details not commonly known. Photographs from the collection of MGA and MGB designer Syd Enever that have not been published before add much to *MG Century*.

MG Century is divided into 10 chapters with each chapter roughly covering a decade in MG history. MG's work during the second World War is presented in a detail not seen before.

MG's postwar golden age is written with an emphasis on what the North American market meant to company. Of course, the perennial underfunding and "stepchild" treatment by top management of MG's many parent companies in the 50s through the 70s is heartbreaking. What could this company have done with development money and support? We can only imagine.

A constant theme of MG's managers was finding a way to produce desirable sporting cars using bits from more common models. This "make

do" approach brought us so many beloved MG models and these stories are told here.

Knowles guides us through the ever-changing list of parent companies that called the shots for MG. From Morris to present-day SAIC, we are given a concise history of the long parade of owners of the marque and their impact.

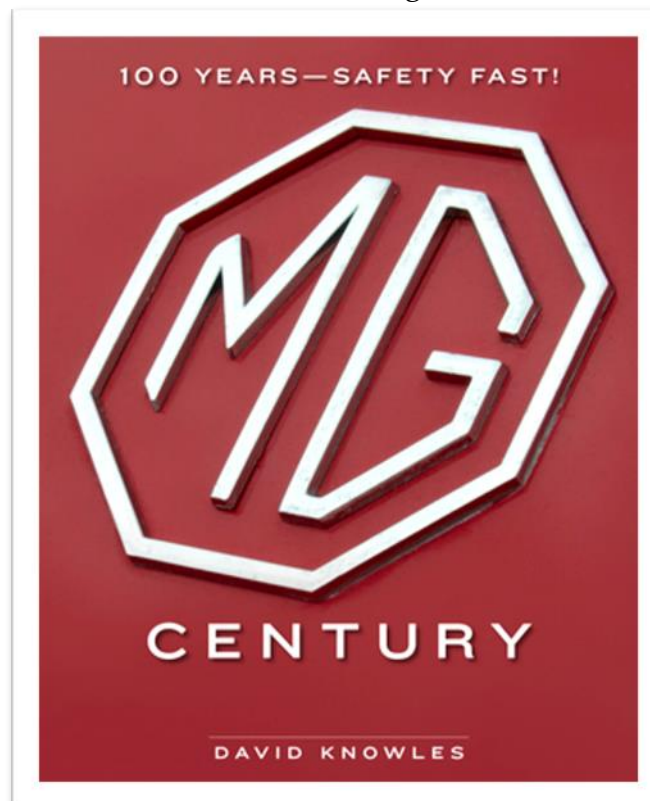
The current Chinese ownership is detailed along with the vehicles around the world currently carry-

ing the MG octagon. Surprisingly, much of the current MG vehicle design originates in SAIC's London design office.

Knowles openly laments the fact that the market that contributed so much to MG's growth has been without new MGs since 1980. He expresses his hope that the North American market will one day be able to buy new MGs.

We hope so, too!

MG: 100 Years – Safety Fast! by David Knowles
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"MINI Gets Medicare"



Celebrating 65 Years of MINI
British Car Festival 2024

October 19, 2024
Fairhope, Alabama



British Car Festival registration is open! The form is available [here](#). The fee is just \$25 (\$30 after Oct. 1).

We also are signing up sponsors, and that form is [here](#):

- General Sponsors: \$250 (three classes, name on banner, recognition at the show and in 12 months of newsletters)
- Class Sponsors: \$40 (one class, recognition in 12 months of newsletters)

Auction Roundup: Modern MINIs (first generation)

[As noted last month, Auction Roundup is highlighting MINI, the featured marque for SABCC's show-Ed.]

2002 MINI Cooper S



Sold for \$11,500 on Bring a Trailer

This blue over grey Cooper was extensively modified by the seller, who apparently bought it with the intention of flipping it, adding only 900 miles to the clock. The buyer was a previous owner who admitted to sentimentality.

2004 MINI Cooper S



Sold for \$7,200 on Cars and Bids

While this yellow over grey car had a few minor imperfections, and almost 100k miles, it offered the desirable John Cooper Works tuning kit as an add-on, as well as a power sunroof, proving that an attractive example can be had for not a lot of money. Are these the modern entry-level British hobby cars?

2002 MINI Cooper S



Not Sold for \$7,399 on Bring a Trailer

Why did this car not sell? With only 42k miles, and finished in Chili Red over Panther Black leather, it had the correct (6-speed) transmission, the sunroof, an accident-free history, and few flaws. Commenters just seemed to think the car was not special enough to justify a reserve above the high bid. Let's hope the seller was able to make a deal after the auction ended.

Classifieds

1965 MGB Roadster



Restored to include rebuilt engine in 1990s. Recent work includes new clutch, radiator, hydraulic master cylinders, tie rod ends, and overdrive and transmission parts. Car has painted, knockoff wire wheels and good tires. Runs great. Lots of extra parts and accessories. Asking \$15,000.

Roger, 850-206-9811

2002 Jaguar XK8



124,500 miles, garage kept, new top, new paint and in great condition. \$10,500. [This car belongs to a friend of SABCC member *Tony McLaughlin*, and is in the Rock Creek Golf Club in Fairhope-Ed.]

Jeff, 256-390-6437

1971 Triumph TR6



From the owner:

I have owned my 1971 Triumph TR6 for nearly 40 years. It has always been garaged. The car received a comprehensive restoration at purchase. During the restoration process the front and rear fenders, inner and outer rockers, floor pans, doors and trunk lid were replaced. The frame was reinforced in the area that the rear suspension attaches to it and the "tee shirt" was replaced. The car had recent repairs including a new battery, new fuel tank, new tires, overhaul of the carburetors, new spark plugs as well as replacement of the rear brake cylinders and brake shoes. The car shows nicely and the interior is in good condition. Selling price is \$17,000 and is located in Foley/Gulf Shores area. If interested, respond by Messenger or email at ronmarw@hotmail.com. Serious inquires only please.

1972 MGB



I have decided to sell my waaaaayyy over restored 1972 MGB for a number of reasons, health being the main one. The car received a bare metal restoration in 2009. The body was done by Continental Classic Cars in Moss Point, MS with the engine, transmission and overdrive all receiving a full, complete overhaul by our own **Mike Darby**. It has always fired up quickly even after a few months of not being driven and has been very reliable. I wouldn't hesitate to do a trip with this car like Mike did a number of years ago with his MGA.

I have extensive documentation for this vehicle, including receipts for all work done, BHMC Certificate and photo documentation. The car is the original Mallard Green. This car was restored with no budget and an open checkbook and, while not a concours restoration in the strictest sense of the word, it has been restored to a level that is far beyond what the car was new. I'd like to offer it locally before putting it out nationally. The asking price is \$25,000 and while not cheap is far, far less than I have invested in the car. Many more photos are available.

It is available for a test drive an inspection on an appointment only basis as a friend is allowing me to store it with his large classic/ antique car collection out near the airport.

Ken McElhaney, Jr.

251-401-4474

jekadad@hotmail.com or

Ken.mcelhaney@gmail.com





Thank you Sponsors!



**Caroline and
George Brown**



Glenn's MG &



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memory of Patricia
Hervey, Neil and
Betty Daly**



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memory of
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StickIt2TheMax
Taber's Toybox
The Royal British Legion
Tractor Supply
W. R. Bishop

Weak and Rusty

Michael King, Editor, *Spark & Spanner*

Taking it from the Top

Last month in this space I wrote about not letting the seemingly small failings of your car go, lest you develop a sense of apathy which leads to overlooking bigger issues. I also mentioned I was doing some work on two of my Jaguars.

I'm pleased to report two major projects are now done:

- My 2011 Jaguar XFR has a new headliner
- My 2011 Jaguar XK has a new convertible top

I thought you, dear reader, might want to see a few photos and hear about the work I had done.

First, the process of selecting a shop: about three years ago, I asked SABCC members to send me suggestions of parts houses and repair shops, so that we could assemble a resource directory. I've since updated this, with input from PBCA members. **Eddie Toenes** suggested Jesse's Trim Shop, which happens to be very near my home. Jesse is a retired aviation technician and usually has at least one interesting car in his small shop, a one-man operation.

I met with Jesse and we agreed to start with my XFR. He said he would be able to match the grey Alcantara (synthetic suede) of the XFR, so I gave him time to order the material. When it arrived, he got the work done in one day – important, since the car is my daily driver.

When I went to pick up the XFR, I dropped off the XK. I'd already ordered the new top online, and I'd left it with him when I dropped off the XFR, to give him time to get familiar with it. Since I only use the XK sporadically, I told him to take as long as he needed, which turned out to be two weeks.



Top, the XFR's headliner; middle and bottom, the XK.

Jesse said even though he'd not done a Jaguar top for many years, the installation went smoothly and he learned a lot. He highly praised the quality of the top, which came from OEM+ Auto Tops, Inc., in California, an after-market manufacturer. Their prices are very competitive with the bigger brand names.

So, two more jobs done, and two good results. Now what's next?

And now, for something completely different . . .



Sublime to not-so-much . . . Don Pritchett spotted these two British vehicles at the Camellia Classic show at Bellingrath Gardens. On the left, we have the Morgan Aero 8, a modernization of the Morgan 4-wheeler known for its flowing lines. On the right, a 1959 Ford Anglia-based 4x4 finished (?) in blue and primer, missing its bonnet.

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