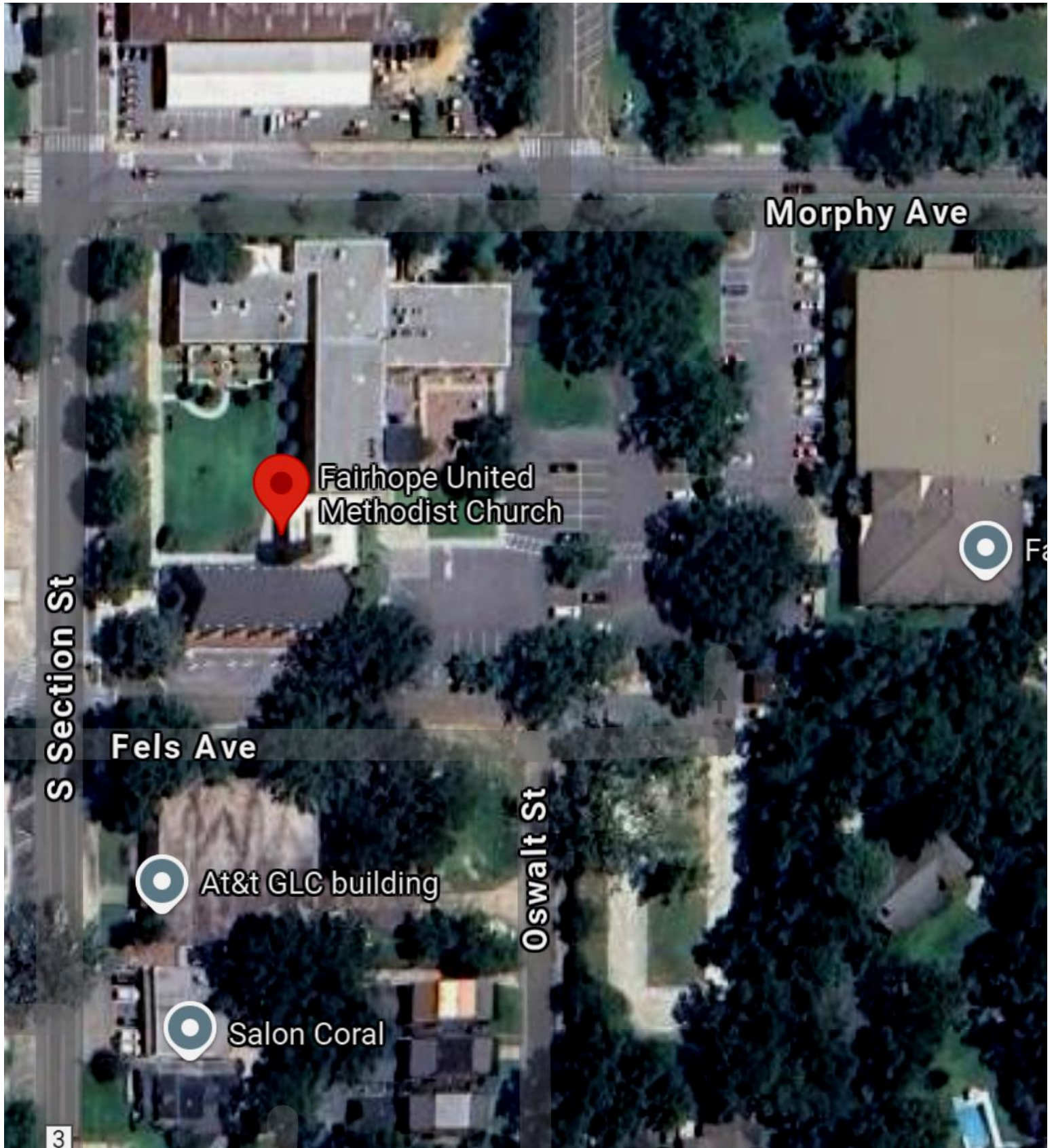


Spark & Spanner

October 2024

The Official
Publication of
the South
Alabama British
Car Club



From the President

Ben Cummings

As I write this letter, the SABCC's British Car Festival is less than a week away and all indications are that our Festival will be another huge success. Our secretary and show chairman, **Peter Lee**, has done an exceptional job leading the BCF team. Everyone on the Festival committee has outperformed themselves. **Andrea Bertagnolli** and **Gil Stuart** (not Stewart) have been great at getting and organizing the sponsors. **Dennis Carroll** has signed up a record number of vendors. **Donna Eagleson** has done her regular superb job of organizing EVERYTHING. And **Michael King** has worked tirelessly with the registrations. These are just a few of the committee members, but everyone on the committee has done an excellent job with the many various tasks. So many things go into making the Festival a success. A few are t-shirt orders, tables and chairs, sponsor signs, trailer parking, valve cover race, the Hot Wheels for the kids, trophies, special trophies, judging, doughnuts and coffee, the food truck, snow cone truck, parking design, banners, publicity, the Friday night party, and so much more. Thank you, thank you, thank you to everyone that helped make the Festival a success.



This picture of a convoy of valve cover racers en route to Fairhope was sent to Ed. by "VCR Addict." Can you guess the identity of this person, who dares challenge the alleged dominance of our show char?

The featured car at this year's Festival is the MINI. I hope to see many MINIs at Saturday's show.

I love the original MINI but hope there are a lot of modern MINIs



there too. The modern MINI is produced by BMW, but the name and model was originally British. Part of the reason I was in favor of the MINI as the featured car is that it is a car familiar to today's young generation. I hope the modern MINI attracts the younger crowd to the show. (My broken record about getting young participation is playing again.). The main reason for the selection of the MINI as the feature car is that the MINI was introduced sixty-five years ago. So, the make turns 65 this year. Our theme is "MINI gets Medicare." I hope this gets a few chuckles.

As I first said above, all indications are that our Festival will be another huge success. But I am a little nervous as this is my first show as president. Peter and the other committee members have done most of the work, but please help make the show the success we hope it to be. We need everyone's help. You may not be on the committee, but you can still help. There is help needed with parking, set-up, and clean-up. Don't be shy. If you see something that needs help, then please step forward and help. We have a saying in our family, "Many hands make light work." Let's put all of our many hands to work to lighten the load of those that have already worked so hard. I look forward to seeing you at the Festival.

Ben

[Ben Cummings is president of South Alabama Car Club.]



SABCC Club Officers

President	Ben Cummings
VP-Membership	Rick Black
VP-Activities	<i>Volunteer Needed!</i>
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 Advisors	Pierre Fontana, Mike Darby, and Scott Paradise
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.*].

British Car Festival is Supported by



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North American MGB Register

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www.namgbr.org

Want a Club Shirt (or Jacket or Hat)?

SABCC uses Queensboro, which offers a large variety of embroidered shirts, jackets, hats, and other items, in men's, ladies, and youth styles, all of which can be embroidered with the SABCC logo. Here's it works:

1. Visit the [Queensboro site](#), find a shirt (or other item) you like, and note the style number, size, and color name (make sure the item is available in your size and color). We can usually get items at half retail.
2. [Send Ed. \(Michael King\) an email](#) listing what you want, including quantity, style number, color name, and size for each item.
3. When Queensboro runs one of their sales, I will place a group order – **but we need at least five to get the best pricing.**
4. Once the order is placed, I will send you an email with your total, which will include the price of your items plus shipping and tax.
5. When I receive the order (usually a couple of weeks) I will let you know.
6. I'll deliver your items at the next club meeting or event, and you'll reimburse me.

Simple, right? So, start shopping, and send me your list! If you have any questions, call or text Michael at 251-689-1040.

Around the Bend

Upcoming Club Activities



Oct. 18 - 19, 2024

British Car Festival

SABCC's biggest event of the year! Held at Fairhope First United Methodist Church, we host a pre-show dinner on the 18th at 6:30 p.m., and the show field and registration open at 9:30 a.m. on the 19th. For more details, visit [here](#).

October 22, 2024

Monthly Club Meeting

Don Carlos Restaurant, 29699 AL-181, Daphne — 6:00 to eat and 7:00 to meet.

Nov. 3, 2024

Autojumble

Buy, sell, and trade at the Schmitz "Garage-mahut," Elberta. Details and directions soon.

November 26, 2024

Monthly Club Meeting

Don Carlos Restaurant, 29699 AL-181, Daphne — 6:00 to eat and 7:00 to meet.

December 8, 2024

Christmas Lunch (see details p. 10)

Homestead Village, Fairhope, 12:30 p.m., \$25 per person. Reservations due to **Donna** Nov. 22.

October 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	21	22	23	24	25	26
27	28	29	30	31		

**BRITISH CAR
FESTIVAL**

**Club
Meeting**

November 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	21	22	23
24	25	26	27	28	29	30

**Auto-
Jumble**

**Club
Meeting**

Sparks

Club and Member News

British Car Festival Final Update

This newsletter is going out the week of the British Car Festival, and preparations are well in hand for the biggest show in our 34-year history.

At publication time, here are the pertinent stats:

- 101 cars are pre-registered. Last year, pre-registrations totaled 124, and that includes about 15 cars for which registrations were received at the Friday night dinner.
- Every one of our 30 classes has at least one car registered, except the Jaguar XJ-S/XJS coupes and convertibles.
- Besides our title sponsor, Maloney/Lyons Attorneys at Law, we have 17 general sponsors and 65 class sponsors, for a total of 83 paid sponsorships. That's by far the most ever, putting us in an extremely strong financial position, especially since we have been very careful with expenditures.
- We have plenty of pulled pork, sides, appetizers, and homemade desserts committed for the Friday dinner. We will also have our usual drawing for door prizes.
- Class signs have already been printed and laminated, as have windscreen cards for the cars registered to date.
- We're using a new ballot form this year, with just two full sheets of paper stapled to a chipboard backer. We have plenty of vote counters lined up to ensure we can start the award ceremony as early as reasonable.
- Our vendor chair, **Dennis Carroll**, has lined up several vendors to be present at the show,



so you will have plenty to see (and buy). The food truck and snocones are also on board.

- **Peter Lee's** comments about who will be vying for second place notwithstanding, the valve cover racers are being fine-tuned, and several people are ready to depose our show chair from his lofty perch.
- We have ten crisp \$50 bills on hand to award to lucky winners on the day of the show. Your fifty-fifty tickets for the past year made this possible.
- The top trophies, class award plaques, and perhaps most coveted of all, **Don Pritchett's** special award dioramas, are ready for those who have their cars in a high state of spit-and polish (well, except for the Hard Luck, Diamond in the Rough, and Longest Distance Traveled prizes).

So that leaves us with a few questions:

1. Is your car registered?
2. Have you signed up to bring something for the Friday dinner? **Donna Eagleson** is keeping that list.
3. Are you certain of your duties during the dinner and show? If you do not yet have any duties, please reach out to Peter Lee or Donna Eagleson. They can point you to someone who needs help.

This is going to be a great show! Enjoy it!

2025 Dillard Show

story and photos by Noel Eagleson

Foreword:

It is with much sadness that we learned of the tragic accident early Friday morning September 13 when Ralph Ratta, a member of the Houston MG car club, succumbed to injuries received when exiting the Dillard House in his MGB modified V8. Our sincere condolences are passed on to his wife Fay and family.

Planning any large outdoor event the organizers are always anxious as to how the weather will be on the day. As we have witnessed all too often in recent years Mother Nature can be very unpredictable as was the case at the Peachtree MG Registry bi-annual show this year.

Located in north Georgia is Dillard, with the beautiful foothills of the Blue Ridge Mountains providing the perfect backdrop. The show field was shrouded in mist accompanied by a steady drizzle as Saturday morning dawned.

This did not deter the true British car lovers as cars slowly rolled onto the show field and by mid-morning the mist had lifted and the rain stopped, making the rest of the day very pleasant and enjoyable for participants and spectators alike.



The Best-in-Show Rover P90

There was a broad cross section of British marques represented on the field with a few that most folks would rarely see as they were not imported into the USA in great numbers. Best of show was awarded to a beautiful 1959 Rover P90 saloon. Often referred to as "Auntie Rover" this car was very nicely presented and even had its original London County council registration plate, XLK576.



1967 Sunbeam Imp

Another car that attracted a lot of attention was the Rootes group 1967 Sunbeam Imp in the factory correct shade of Mediterranean Blue [*the same shade as past president Tom Renick's Tiger-Ed.*]. Built in a brand-new factory at Linwood, Scotland, the Hillman Imp (Sunbeam for the USA) was a radical step forward for Rootes, fitting the little car with a 875cc version of a Coventry Climax engine mounted in the rear.

A very underrated car happened to be a 1971 Jensen Interceptor MK III, sporting an original Chrysler V8 engine. This was a true luxury grand touring car built in small numbers.

For those interested in outright speed, a 2020 Lotus Evora with a top speed of over 180 mph should fit the bill.

story continues next page

Dillard Drizzle, continued



Above, Jensen Interceptor; below, Lotus Evora



Naturally being an MG car club, the majority of cars on show had the Octagon out front and put on a great display in each class. I always gravitate towards the T-Types and spent some time speaking to the proud owner of a beautifully restored TD. Oh, of course, Donna's favorite car had to be the delightful Morris Minor woody wagon.

By mid- afternoon with judging complete Glenn Lenhard from Glenn's MG & British Car Repair in St. Petersburg, Florida had set up shop and commenced his rolling tech session on participants' cars. Not surprisingly most of the issues were either electrical or carburetor-related. I found it interesting that one car had its fan blades fitted in reverse. It's always nice to watch a competent mechanic diagnose a wrong timing



Above, Glenn at work; below, a lovely blue MGA coupe



problem, remove the distributor, fit new quality points, reinstall and retune the car all within some 30 minutes. I bet that several owners drove their cars home with big smiles on their faces. By the way Glenn is a general sponsor at our British Car Festival on October 19th [for the third year in a row-Ed.].

The Peachtree MG Club are to be congratulated for staging another great show under difficult circumstances. In particular I need to thank the ladies who throughout Friday/Saturday ensured that there was always plenty of hot coffee, hors d'oeuvres, homemade treats and other refreshments available.

Safety Fast!

Noel

My Unusual TR4A

story and photos by Bill Doran

Last year I acquired a 1966 Triumph TR4A from its previous owner in Denver, Colorado.

After towing it home to Daphne, I went to sorting it out. The previous owner had spent a lot of time and dollars making it into a bonafide Racer/Autocross car. He read up on Kas Kastner's modification recommendations to race tune a TR4 and instituted a lot of those into this car (Kas Kastner headed Triumph Motorsports).



Bill's TR4A as it currently stands.

The modifications include Sparco racing seats and harnesses, new cams, electronic fuel injection/fuel pump, a roll bar, and a 5-speed transmission with a limited-slip differential. Its numerous other additions include an oil cooler, a



The TR4A in its racing days.

radiator shroud that also houses a K&N filter for direct airflow to the EFI, and racing adjustable shocks and camber. The build was so technical that he put together an entire book on the modifications and improvements. The instruments are newer and non-original, and its ignition is push-button.

In addition, the EFI has an onboard tuning computer, which has become a source of issue due to running off of Windows 98 software and no foreseeable upgrades or support from the maker (Electromotive). And although the software can still be downloaded off of the website, it states at the very beginning that they are looking for investors or to sell . . . not looking very supportable in the long run. So now I'm contemplating going back to carbs . . . and not the dietary kind. I'm consulting a bit with one of our club techs, Scott Paradise, on how to tune this growler!



A TR4A in combat at Sebring, March 31, 1966.

Since acquiring the car, I have sourced original seats and had them reupholstered, installed new carpet, removed the roll bar and got a racing hardtop. I am now adding stainless steel after-market bumpers and a larger wood steering wheel to replace the small racing style steering wheel. The car is a work in progress that you can see up close at our show in Fairhope on Oct. 19. Stop by and say hello and get a look.

Bucket List Revisited

story and photos by Jim O'Brien

As a longtime vintage British car enthusiast, the Goodwood Revival in England has been a long-term bucket list item. In 2023 we were finally



Above and below, vintage racing; right, a view from the paddock.



able to cross that off the list. However, we had such a wonderful time that we decided to do it again this year. In 2023 we were only able to devote one day to the event and that turned out to be not nearly enough to truly take it all in.

This year we scheduled two full days and we were able to get a much better taste of the entire Goodwood Revival experience. As the name suggests, the Revival is about celebrating historical racing and, of course, the racing is the main attraction. The Revival features a vast array of

cars and motorcycles from pre-war to the mid to late 1960's. There are numerous different classes comprised of cars and bikes from England, Germany, France, Spain and the United States, with the majority being British.



The cars range from more mundane Ford Zodiacs and MGs to \$50,000,000 Ferrari GTOs. The racing is spirited, to say the least, with several multi-million dollar cars finding their way into barrier walls at high speed. Many of the cars are driven by hired guns, including NASCAR champion Jimmy Johnson and Indy 500 racer Dario Franchitti. There were also a number Formula 1 drivers in the field. Perhaps the most fun was seeing actual car owners competing successfully with the professional drivers. In addition to the cars, there are also several classes of British vintage motorcycles racing in between the car classes. The Goodwood track is very spectator friendly with several grandstands and viewing areas along the track perimeter. Seeing these fantastic vintage cars and motorcycles racing in anger is truly special experience.

In addition to the great racing, The Goodwood Revival is also a celebration of life from the 1940's through the 1960's with costumes to help

story continues next page

Bucket List, continued

participants get into the mood from the various eras within that time frame. Period racing suits and pit crew attire are common along with military uniforms from World War II. The vintage WW2 uniforms are complemented by an array of historical aircraft and military hardware. You will also see a variety of period British Country Gentlemen tweeds and hunting attire. The ladies also get into the spirit in period Haute Couture! The fascinating variety of outfits is seemingly endless and great fun for all participants.



Jim and Diane in vintage dress.

The Revival also features a wide variety of food and beverages and live music ranging from 40's big band to 60's rock and roll and everything else in between. There are also a significant number of vendors of automobilia and automotive art and regalia. In the event that you forget your period vintage costume, you can pick from any of a number of costume vendors onsite. The Revival is truly a feast for the senses and there is literally something for everyone to enjoy.

Goodwood is located within the 12,000-acre estate of Lord March. The estate is just outside the town of Chichester. Chichester is about 70 miles south of London and is an easy drive or train ride from London's Heathrow or Gatwick airports. I hardly recommend the Goodwood Revival to any Little British Car or racing fan. Visit Goodwood Revival.com for more details.

Christmas Lunch, Installation of Officers and President's Awards 2024

Date: Sunday, December 8, 2024

Time: 12:30 p.m. to 3:00 p.m.

Where: Camellia Room – Homestead Village Main Building in Fairhope, AL (924 Plantation Blvd, 36532)

Parking: Plenty of parking to both sides of the building.

Catering by: Diane Cartmell, Owner & Chef of Oui Oui Paris Restaurant – healthy food with an eclectic twist. The restaurant is located on the outside of Homestead Village in Fairhope.

Cost: \$25.00 per person for members; \$25.00 for spouses or one guest. The price includes gratuity and tax. Please make your check payable to SABCC and submit to Donna Eagleson (or mail it to her at 25604 Friendship Road, Daphne, AL 36526) in advance and by the deadline of Friday, November 22nd. After November 22nd email or call Donna if you want to come to see if we can add you. If so, you must put a check in the mail right away. We will not be able to refund you if you pay and cannot attend. We have to pay in advance and pay for a certain number of meals.

Menu:

- Stuffed chicken breast with a herb bread and cranberry stuffing, topped with a cream chicken sauce, or baked cod in a creamy Gouda sauce with roasted baby bakers potatoes and parmesan butter broccoli
- Banana pudding or peach cobbler
- Tea, water, and coffee

Dress: Casual. Some members wear Christmas attire.

Please bring an unwrapped toy for a child of any age for donation to a local toy drive.

Spannering

Advice on Repairs, Parts, and Services

MGTD Front Disc Brakes

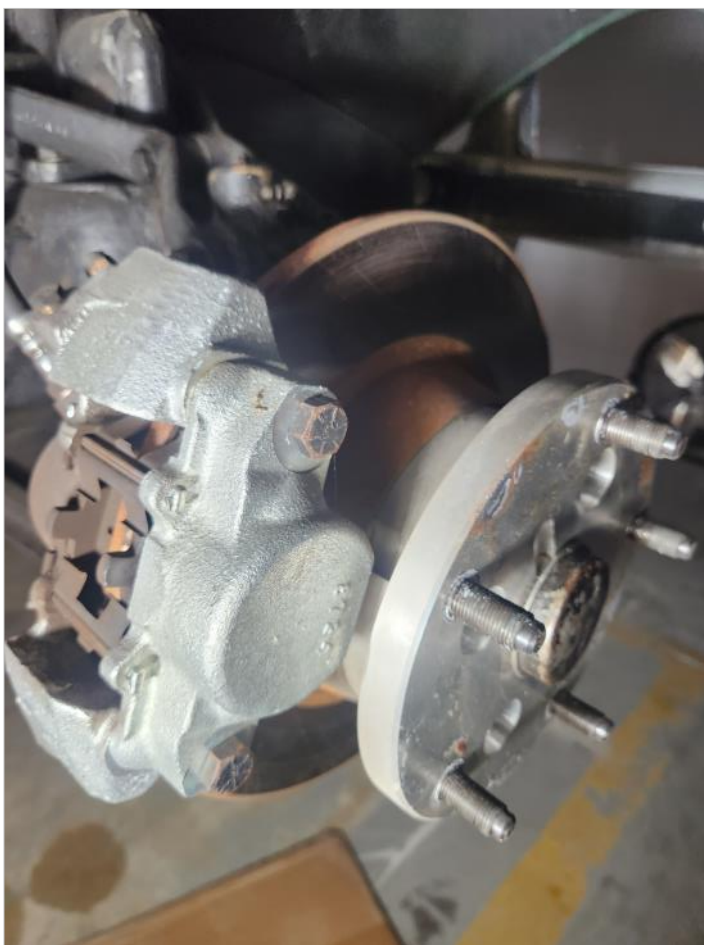
story and photos by Paul Reese, PBCA

The MGTD front disc brake conversions work. About a year back, I bought a '53 TD with the conversion done. I drove the car down from North Carolina and twice had to aggressively stop . . . and it aggressively did.

like come by to see the setup just let me know. Cheers!



Above and left, the disc brake setup; below, Paul and his wife Molly with her MGTD.



What I've read in the forums is that it is a straightforward bolt on process. That never seems to happen for me. I could not read a brand on my setup but it is not the Wilwood kit that Moss sells for \$1,700. I found a wire wheel kit in England for about £900. If anyone would



Pierre's Wisdom

Pierre Fontana

How to Start a British Car

First point, SU and Stromberg carburetors have NO choke, just the name, unless you drive a Rolls-Royce with an elaborate addition to the twin SU carburetors. The SU type uses a spring-loaded main "jet" able to move up and down against a tapered metering needle. This allows more fuel to get by, resulting in a richer mixture. The Stromberg uses a plate with different size holes to let in fuel into the venturi. This is the weak part of that type of carburetor – the plate wears and carburetion gets sloppy.

For this to work, vacuum produced by the engine turning over by starter is needed to suck fuel into the cylinders, so keep your big foot off the gas pedal, pumping it only exercises your ankle. There are no pumps in dashpot-type carburetors; they are antique and simple. A cam is provided to raise the RPMs for cold weather running, it is adjustable. For the most turning starter speed, never step on the clutch. The strong springs put a heavy load electrically on the starter, wearing it down.



All photos courtesy **Pierre Fontana**

Second point, you should be in neutral, and keep your big foot off the clutch pedal. The clutch should only be used during shifting and at no other time. Your clutch throughout bearing is not a ball bearing, it is a graphite cake (see photo, below left). It wears down every time you use the clutch, so stay off it as long as you can. Pulling out the engine and transmission is the only way to replace the clutch.

Just one more note, if your car is equipped with an electric fuel pump, you have an advantage. Turn the key on and let the carburetors fill up before starting the engine.

Pierre Fontana is a technical advisor for SABCC. At age 92, he's still working on cars and writing newsletter articles.

[Note from Ed.: if your MGB, like mine, has a Weber carburetor conversion, it does have a true butterfly choke. However, Pierre's points about not pumping the gas, keeping one's foot off the clutch and starting in neutral, and allowing the electric fuel pump to pressurize the system before starting all apply. My car has a manual choke, and by pulling the lever and following Pierre's steps, I often can start my car while outside it. I can also do that with my Jags, but that's different.]



Clutch throughout bearing

An MG Y-Type in a Nice Italian Suit

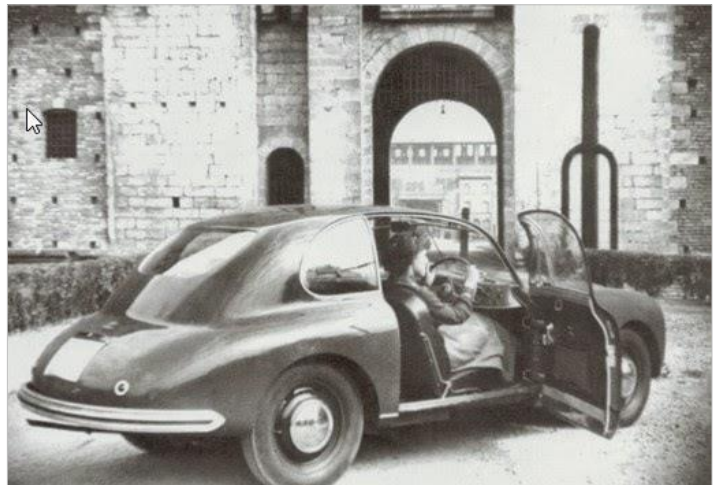
*article by **Rodney McDonald**
photos courtesy the author*

The Italian automobile design firm Zagato is known for producing some achingly beautiful specials. Their elegant, flowing bodies can be found on a number of high end cars that they've restyled including Aston-Martin and Jaguar from the 1950s through today.

Prior to the outbreak of the second World War, Ugo Zagato achieved fame by creating a number of highly streamlined bodies for competition cars. His experience gained through working at Italian aircraft builder Pomilio served him well; over thirty competitors in the 1936 Mille Miglia were bodied with Zagato designs.

Zagato lost his factory to allied bombing during the war and later set up shop in northern Italy where his firm produced military vehicles in co-operation with Isotta-Fraschini. When hostilities ceased, Zagato returned to building custom bodies on other manufacturer's chassis, mostly by Alfa-Romeo. However, one of those post-war exercises was on an MG Y-Type.

The late 1940s and early 1950s saw Zagato design aerodynamically slippery bodies that included the use of a transparent plastic known as Plexiglas. This easily shaped plastic found ex-



Bristol 403-like Rear Quarter (source: mg-cars.org.uk)

tensive wartime use in aircraft canopies and windows due to its light weight and shatter resistance. The Zagato-MG show car was a product of the "panoramica" design language that was adopted by Ugo Zagato.



MG's John Thornley in Lugano (source: mg-cars.org.uk)

The Zagato Y-Type made its public debut at the 1949 Lugano (Switzerland) Auto Salon. The four-seat coupe body style was quite airy with the side windows and windshield curving up into

(article continues next page)



Left, Zagato, and right, MG Y-Type (source: carstyling.ru)

MG Y-Type in Italian Suit, continued

the roof line. There was no exterior opening to the boot making what little space there was exceedingly difficult to access. Ask any Mk I Austin-Healey Sprite owner about this fun feature. The severely curved side windows meant that they could not be lowered into the doors - they



Note the Zagato emblem on the bonnet (source: mg-cars.org.uk)

remained fixed in place. The quarter vent windows were likely the only way to admit fresh air to the interior. Impractical, yes, but when did a show car need practicality?

MG's management viewed the car at the Salon with some interest, but unlike the Arnolt-MG of Italy's Carrozzeria Bertone, it did not go into production.

The single Zagato Y-Type constructed is not known to exist today.



Period MG ad (source: VintageAutoPosters.com)

Auction Roundup: Jaguar XJ-S/XJS

[Buy one; it's the only BCF class without an entry.-Ed.]

1992 Jaguar XJS V12 Coupe



Sold for \$5,600 on Bring a Trailer

The only significant flaws on this white over tan car were an area of rust on the left lower quarter and a tear in the driver's seat. With 58k miles, this was a huge bargain.

1989 Jaguar XJ-S Convertible



Sold for \$15,225 on Hemmings

A one-owner car in triple black with 53k miles, this car had no issues and brought top dollar.

1996 Jaguar XJS Convertible



Sold for \$54,000 on Hemmings

Unlike the cars above, with the Jaguar V12 engine, this and most late convertibles were fitted with the smooth and reliable 4-liter six. Its 98k miles did not dissuade bidders.

1991 Jaguar XJ-S Classic Collection Coupe



FOR SALE for \$9,000 on Jaguar Forums

Why is a car that is still for sale listed? Well, Ed. owned this car for 13 years. It's now in New York, with its maintenance needs addressed, and the guy who bought it from me is moving and won't have a place to store it.

Classifieds

1976 MGB

Car has a new starter and a new clutch slave cylinder. The odometer stopped at 58k miles. It has a carburetor leak, a front seal leak, and a fuel pickup issue. Clean title—located on Perdido Key. Sale price \$2,500.

Bob Kennedy
207-701-7010



1979 MGB – FREE TO GOOD HOME

Longtime PBCA member Jack Rowles has a project MGB that is free (for pickup) to a good home.

Paul Reese and Bob Manske took a look at it and could not find the bumpers [*those who hate “rubber” bumpers would say this is not a problem-Ed.*]. One wheel and the spare were also not located. The seat frames were in a shed out back.

All the body work appeared to be in good shape with no rust. If interested, contact his son John Rowles.

John Rowles
703 785-6402

[*Comment from Ed.: Six years ago, I refurbished a late MGB that was about as needy as this one. It had seats and door cards, but most of the rest of the interior, dash, and top needed replacing, along with all four wheels and tires. Based on my experience, this project is financially viable.*]



1979 MG Midget

Runs and drives great, looks very nice also. Only 34K original miles. No rust and in excellent condition. Must see if you're in the market. Located in Milton, Florida. Asking \$6,400. Drive it home today. Call or leave message.

Tom Bayer



Weak and Rusty

Michael King, Editor

Reasons to Quit the Club

October and November are busy. The British Car Festival is always in mid-to-late October, the Autojumble is in November, we are making plans for the annual Christmas club lunch, and each of us is planning our own holiday season. They're also the months in which we nominate and elect new club officers.

Once the new year starts, club activities wind down until the spring shows. So, now is a great time to start planning your departure from the club. I thought I might help with some solid reasons to quit:

- *The club meetings and activities are boring.* OK, but perhaps you find them boring because you've never offered to present a program at a meeting, or because you've never suggested an activity you would like to do.
- *The club meetings and activities are too far from me.* Again, that might be correct. But remember, our club serves a large geographic area (Mobile and Baldwin counties comprise more than 2,800 square miles, and we have members in west Florida and other areas. Besides, have you ever suggested doing something near you?
- *The same people run everything (and its corollary, we never do anything different).* If you think this to be true, perhaps that is because no one else is volunteering. Have you put your name up for a club office?
- *My car just is uncomfortable/unsuitable for a long trip/unreliable/ too valuable to drive.* Maybe so. An MG Midget, for example, might have fit you when you (and your waistline) were under forty, but that was

(cough, cough) years ago. So why do you still have it? Get something that meets your current needs, lest your current car become a barn find some day. And, no one says you have to sell the car you love but don't drive much (except, perhaps, your spouse). You can always buy another car (spouse permitting) – or you can drive a non-British car to club meetings and most activities.

- *Someone in the club hurt my feelings.* If that's happened to you, I'm sorry. Club members have said hurtful things to me and I have seen it happen to others. I'm sure I've said things that hurt others. But, people are people. Some are nice – others do the club a service when they leave. When I consider the positive aspects of club membership and participation versus the negatives, the good far outweighs the bad.
- *Being in the club is just too expensive, and too time-consuming.* If you are retired and on a fixed income, or if you do not have much in the way of discretionary funds, you might think you simply can't afford to be in the club. But let me remind you of something – other than your annual dues, no financial outlay is required. You are welcome to come to skip the meals at meetings or activities, you do not have to enter your car in shows, and you do not even have to buy a ticket for the raffles. We would much rather have members that help with the show and other activities than member that only spend.

Sort of like a clogged catalytic converter, I expect my list of reasons to quit is not exhaustive. However, as we begin thinking about 2025, I hope you'll take a few minutes to consider your own situation. Are you doing what you can to help the club, or are you just thinking of reasons to quit?



Thank you Sponsors!



**Caroline and
George Brown**



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memory of Patricia
Hervey, Neil and
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And now, for something completely different . . .



Mac and Kathy McNamara attended south Mississippi's "Cruisin' the Coast"® and as he reports, "had an opportunity to meet a really good singer and (potential) celebrity." Mac said the gentleman offered an unconfirmed rumor that a Ford Anglia may have been in the movie "Blue Hawai'i." Mac plans to watch the movie soon to provide veracity.

Spark & Spanner



South Alabama British Car Club

PO Box 18036

Mobile, AL 36618



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