

Spark & Spanner

The Official
Publication of
the South
Alabama British
Car Club

January 2026



From the President

Ben Cummings

Year Three and Still Enthused

Thank you for entrusting me to serve as your president for a third year. Some friends and family ask me how long I will have to be president. They ask as if it is an unwelcome assignment, a chore. I tell them I enjoy it and have not yet thought about my term ending [*I served four years; Tom Renick served six. That means you have to serve eight-Ed.*] I enjoy the people in the club and the activities we do together. It is because of you that I enjoy serving.

We are a strong club of about 140 individual members with a common interest of British cars. Even though we have a common interest, some members have very specific makes that they love. Some are interested in MGs, others Triumphs, and others Jaguars. There are those that love quirky British cars and those that love rare British cars [*and even those who love three-wheelers-Ed.*]. Whatever your favorite car may be, we all seem to appreciate each other's interests. And we seem to appreciate one another. And thank you for that. That is what I like most about the club and what makes serving enjoyable.

Recently I have been thinking about our club and the clubs nearest to us, namely, the Panhandle British Car Association, the Mardi Gras MGs, and the British Motoring Club of New Orleans. Each club seems to have their own personality and interests. The SABCC enjoys camaraderie through drives and festivals, the PBCA seems to be more mechanically oriented, the MGMG-ers are always eager to help, and the BMCNO likes to have a good time. I like it that the different clubs have their own personalities. And it may be that the clubs could benefit from the differences. For example, I have been think-



Pres. **Ben** and his very patient wife (how many cars?), **Laura**

ing about the PBCA's tech sessions. Maybe those that want to learn more about the mechanics of our cars could have dual membership and attend their tech sessions [*several already do-Ed.*]. I hear that there is a wealth of knowledge there that I could certainly benefit from. I guess the point I am trying to make is we are all good active clubs and we each have something to share and we could all benefit from sharing our knowledge and interests.

I strongly believe we need to help one another out and share our successes with other clubs. I believe we should do this because I am always worried about the longevity of ours and other British car clubs. We have been a thriving club for thirty-five years and I want us to last for a very long time. But we are an aging club and young people don't seem interested in joining clubs. But for us to last, we need young people to join. So, what would attract them? What could we offer that they would like? Please think on this and share any thoughts. I look forward to hearing from you.

Again, thank you for allowing me to serve and I look forward to another fun filled year of British car activities in 2026.

Safety Fast,

Ben

On the cover: Right, at the SABCC Christmas Lunch, the distinguished Mr. John R. E. Lee; left, his less-distinguished son, Peter (photo by Robb Ogletree)



North American MGB Register

P.O. Box 876
Downers Grove, IL 60515-0876

Thank you for your inquiry into the North American MGB Register. We are the official register for MGB, MGB/GT, MGC, MGC/GT, MG V8, Midgets, MG 1100/1300 sedans, and all Post Abington MGs.

As a member of NAMGBR, you will receive:



The MG Driver

This bi-monthly magazine is packed with over 60 pages of useful information with the right mix of Technical and Member information.



Mutual Aid Directory (MAD)

Many members list their contact information to help fellow NAMGBR members in the event they break down in their area.



Club Insurance

Does your club sponsor a car show, driving event or meeting? Many venues require insurance to hold the event on their property. If your club has 8 NAMGBR members and is a Chapter of NAMGBR...you're covered for free!



Member Classified

NAMGBR offers a free classified section in both the MG Driver and the website. Have an extra MG or parts you want to sell? Target your advertising to the people you know are buying MG.



Technical Help

NAMGBR has assembled a group of technical experts to answer your questions.



Annual Convention

In conjunction with a NAMGBR Chapter, we sponsor a convention highlighting a different part of the United States or Canada. This 4 day event features driving tours, a car show and a taste of the local food and drink. In 2026, MG2026 International will take place in Sandusky, OH



Regalia

We have a number of ways you can show your NAMGBR membership to the public.



Car Insurance

NAMGBR is the first MG Register to offer members the 5% Hagerty Collector Car Insurance Discount. Being a member of NAMGBR can save you money on your insurance



Dash Plaque

To commemorate your membership in NAMGBR, you receive a dash plaque to display in your car, home, office or where ever.



100,000/200,000 Mile Register

Has your MG gone the distance, and traveled over 100,000 or 200,000 miles? NAMGBR honors this achievement with a dash plaque your car can wear with pride.



Window Sticker

Proudly proclaim your membership in NAMGBR with this attractive two sided window sticker.

Do you want to know more about the North American MGB Register? Check out our website at: www.namgbr.org

Do you want to be a member in the largest club in North American dedicated to the MGB, MGB/GT, MGC, MGC/GT, MG V8, Midget, 1100/1300 Sedans and Post Abington MGs?

Go to the website and either download a PDF membership form and mail with a check or instantly join via Credit Card



We look forward to having you as a member of NAMGBR!

SABCC is a Chapter Club of NAMGBR, and they provide insurance coverage for SABCC events.

SABCC Club Officers

President	Ben Cummings
VP-Activities	Michael Bertagnolli
VP-Membership	Rick Black
Secretary	Peter Lee
Treasurer	Donna Eagleson
Member at Large	Stan Anderson
Member at Large	Don Blosser
Member at Large	Tom Renick
Member at Large	Frank Stabler
Member at Large	Gil Stuart
Technical Advisors	Pierre Fontana, Scott Paradise
Webmaster	Peter Lee
Historian	Robb Ogletree
Newsletter Editor	Michael King

Spark & Spanner is the official publication of the South Alabama British Car Club and is published monthly for the benefit of SABCC members. Permission to use this material by other British car club publications is granted provided credit is given to *Spark & Spanner*. Address comments or submissions to SparkSpanner@gmail.com.

Membership in SABCC is open to anyone with an interest in classic or modern British cars, and dues are only \$20 per year [*Inflation? Tariffs? Not here!* – Ed.].

British Car Festival is supported by



NORTH AMERICAN COUNCIL OF MG REGISTERS
Invites ALL MG Owners
to join us August 24-27, 2026
in the Sandusky, Ohio / Lake Erie area
for the every-five-year ALL-MG Event
mginternational2026.org

SHORES & ISLANDS OHIO
CEDAR POINT SANDUSKY PUT-IN-BAY

Registration opens
year-end 2025

INTERNATIONAL 2026 SANDUSKY, OH

Logos: North American Council of MG Registers, New England MG Register, North American MG Register, MGB

103 MG FEST
1000 ISLANDS 2026

The MG Car Clubs from Ottawa and Toronto invite you to
MG103Fest.

Join us for a weekend of fun and camaraderie in scenic Gananoque. Gananoque is located in the Thousand Islands near the US border. This weekend gathering of MGs is open to all enthusiasts.

<i>Friday</i>	<i>Saturday</i>	<i>Sunday</i>
Tailgate Pizza Party	Group Scenic Tour	MG Car Show
	Pub & Trivia Night	

tinyurl.com/mg103fest
AUGUST 14-16, 2026

Logos: Ottawa MG Club, Gananoque

Sparks

Club and Member News



SABCC Officer Installation

*story by Ben Cummings
photos by Robb Ogletree*

The new officers of the SABCC were elected at the November meeting for the calendar year 2026. The officers were sworn in and took the oath of office at the Christmas lunch (Dec. 14).

There are three positions of responsibility for SABCC that are not elected officers but are positions that require a lot of effort. The appointees to these three positions work hard and have a big impact on the success of the club.

1. The Newsletter Editor is an appointed position, and **Michael King** has graciously agreed to fulfill the duties of this position [*I did? OK-Ed.*]
2. The Historian is an appointed position, and **Robb Ogletree** has agreed to continue to fulfill the duties of this position by taking pictures at functions and being the keeper of the photos.
3. Webmaster: The Club would not have as great a social media presence without **Peter Lee**.

The Newsletter Editor, Historian, and Webmaster were recognized.

The newly-elected officers were then announced and asked to come forward to be recognized and to take the oath of office.

Members-at-Large: **Stan Anderson, Don Blosser, Tom Renick, Frank Stabler, and Gil Stuart.**

There are no specific duties in the SABCC by-laws concerning the Members-at-Large, except that there will be one per 30 members. This means that they shall serve as the voice of the membership and shall perform any duties assigned by the Executive Committee or President.

Secretary: **Peter Lee**

The Secretary shall keep minutes of all meetings and handle any correspondence necessary to the business of the Club.

Treasurer: **Donna Eagleson**

The Treasurer shall collect all monies collected by the Club and make all necessary disbursements of the Club funds. The Treasurer shall keep records of all transactions and provide a report of the Club's financial position when requested. The Treasurer shall deposit all monies with a Federally insured institution.

Vice President - Activities: **Michael Bertagnolli**

The VP of Activities shall be responsible for planning all club activities. The incumbent of this position shall stand in for the President when necessary.

Vice President - Membership: **Rick Black**

The VP of Membership shall maintain the official rosters of the members and supporters/contributors. These lists shall be maintained according to all legal considerations of privacy and personal information and shall not be distributed outside of the Club by any member. The VP of Membership shall stand in for the President when necessary.

President: **Ben Cummings**

The President has the responsibilities to 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.

story continues next page

Officer Installation, continued

The elected officers then took the oath of office by stating in unison, "I promise to fulfill my officer responsibilities as stated in the club by-laws." The officers were then pronounced as duly elected officers of South Alabama British Car Club. A round of applause was given by the members.



SABCC 2026 officers, from left: **Rick Black** (VP—Membership), **Gil Stuart** (Member at Large), **Frank Stabler** (Member at Large), **Donna Eagleson** (Treasurer), **Peter Lee** (Secretary and Webmaster), **Ben Cummings** (President), **Michael Bertagnolli** (VP—Activities), **Tom Renick** (Member at Large and Past President), and **Don Blosser** (Member at Large). Not shown are **Robb Ogletree** (Historian, who was taking the photo), **Stan Anderson** (Member at Large) and **Michael King** (Ed.).



Scavenger Hunt—January 24

story by *Don Pritchett*

The club activity for January is a Scavenger Hunt on the 24th starting at Mardi Gras Park in downtown Mobile at the corner of Church Street and South Royal Street. The event begins with a drivers meeting at 9:30 a.m. and will depart around 10 o'clock.

The Scavenger Hunt consists of following a set of driving directions and answering questions about

observations along the route and also scavenging for a list of 10 items. A navigator to read directions, a writing instrument to answer questions and a phone to use as a camera to photograph some of the scavenger items will be very helpful.

The route is about a 25- mile loop which will take about an hour and a half to complete and will end back downtown at Wintzell's Oyster House at 605 Dauphin Street. Driving your Little British Car is preferred but not required.

Participants will see some the oldest and the newest sights in the area and visit five local parks in search of hunt items and answers. Points will be awarded for each and the highest point total will be the winner. At the parks it may be necessary to get out to scavenge for an answer or item or to take a photograph. Other items are common things that you may have in your car or even in your pocket.

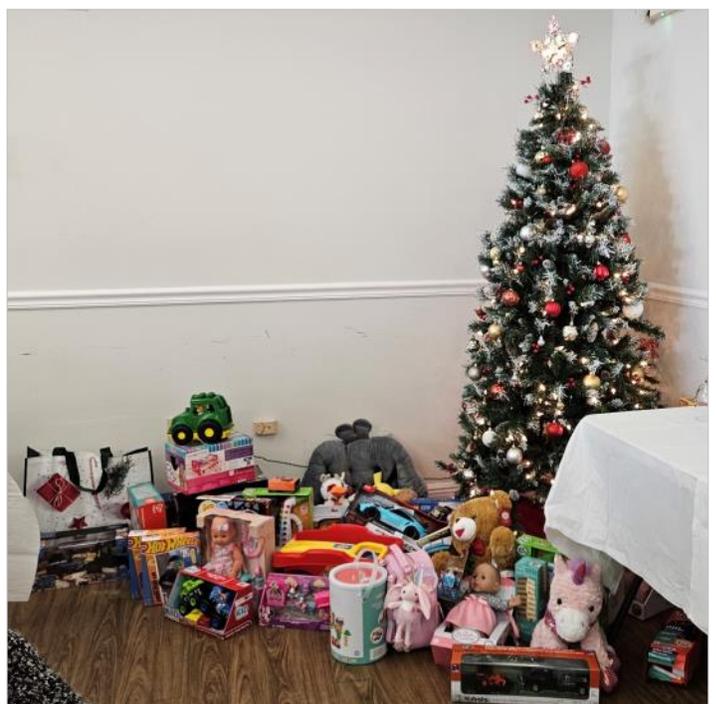
It should be a fun outing followed by lunch at one of Mobile's best-known restaurants so join us on the 24th. If you have any questions or need more details call me at 251-402-3143.



SABCC Christmas Party

Fifty-two SABCC members and guests attended the annual club lunch, held Dec. 14, 2025 at Homestead Villages in Fairhope. Club members enjoyed a delicious catered meal and brought toys to donate to the Salvation Army for children in need (thanks go to **David** and **Pat Couling** for delivering the toys).

As noted on pp. 6 and 7, the club officers for 2026 were installed, and **Ben Cummings** presented awards to several members who gave significant assistance to the club in 2025. The honorees included **Peter Lee**, member of the year; **Donna Cunningham**, the “glue who holds everything together;” **Tom Schmitz**, for hosting the Pig Roast and Autojumble; **Tom Renick**, for trying to rescue a Mercedes [*Really?-Ed.*]; **Rick Black**, for getting the directories in the mail; **Scott** and **Gretchen Funderburk**, for their assistance with the car show dinner; **Marvin** and **Chylene Kampenga**, for helping with goody bags; **Andrea Bertagnolli**, for recruiting lots of show sponsors; and **Michael Bertagnolli**, for cooking shrimp at the club picnic.



Above left, **Peter Lee** (with **Ben Cummings**) is member of the year; top and middle right, group shots; bottom right, the toys under the tree (left photo by **Robb Ogletree**, right photos by **Pat Couling**).

Spare Parts

When Pressed Steel Wheels Gained Style

story by *Rodney McDonald*

On most of the sports cars we love, wire wheels were a desirable upgrade over standard pressed steel disc wheels. Many racing cars of the '40s, '50s and '60s were equipped with wire wheels due to their lighter weight. But, starting in the 1960s, cast alloy wheels became the choice of racing teams. Their strength and light weight, as well as their low maintenance requirements made wire wheels obsolete in competition cars.

Naturally, makers of high performance and sports cars wanted to offer something like competition-style alloy wheels, but their cost put them out of reach of the average driver.

In the early 1960s, American firm Motor Wheel Corporation of Lansing, Michigan developed a process that created an alloy-look wheel at the cost of standard steel disc wheels. Early models



Ford Torino sporting Magnum 500s

that offered the Magnum 500 wheel included the Pontiac GTO, Plymouth Barracuda and the Ford Mustang.

In the UK, the British firm Rubery Owen & Company, Ltd made their own version of the Magnum 500 wheel and it became known as the ROStyle wheel. These wheels made their first appearance on the Rover P5B saloon in 1967 as a chrome-plated pressed steel wheel. Eventually, these stylish steel wheels appeared on a number of UK vehicles and, as the Magnum 500, several US models.

Vehicles sporting these iconic wheels include:

- **Ford Capri:** The low cost but sporty looking wheels were a perfect choice for the "European Mustang."
- **Rover P5B:** Mentioned earlier, the ROStyles were a departure from the staid disc wheel/hub cap combination.



Rover P5B fitted with chromed ROstyles (Wikipedia [photo](#))

- **MGB:** ROStyle wheels were a visual improvement over the plain disc wheels offered on the basic spec versions.
- **AMC:** AMX/Javelin One of AMC's last gasp offerings came with the ROStyle precursor – the Magnum 500.
- **Chevrolet Chevelle:** The SS version also rocked Magnum 500 wheels similar in appearance to ones on the Rover P5B.
- **Jensen Interceptor:** Early Interceptors were equipped with chrome-plated ROStyles before being replaced with genuine cast alloy wheels later in production.

story continues next page

Pressed Steel Wheels, continued

- **Vauxhall Ventora:** This mid-seventies super saloon was a step up from the VX4/90 with its 3.3 liter six cylinder engine and – oh yes- ROStyle wheels.
- **Ford Mustang Boss 302:** This is the Mustang that made a successful appearance in American Trans-Am racing. Of course, the street version came with Magnum 500 wheels.
- **Mini 1275 GT:** The “not Mini Cooper” high performance Clubman brought 59 bhp to the party and it rolled on 10” ROStyles.
- **Range Rover:** Starting in 1969, this dressed up off-roader created the luxury SUV segment and it did it on ROStyles.
- **Sunbeam Rapier:** Sold here in the states as the Alpine GT, this glass back, fast back came equipped with ROStyles.
- **Vauxhall Cavalier:** This late seventies/early eighties saloon’s standard wheel offering was painted ROStyles.
- **Ford Cortina:** ROStyle wheels were the choice for Ford’s upscale trim of the “Coke Bottle” Cortina.
- **Dodge Charger:** Magnum 500 wheels made the 1968-1970 the picture of performance coupes of the time.
- **Vauxhall Viva GT:** The hotted up version of Vauxhall’s small saloon was a three year only offering that rode on ROStyles.



[Thanks, **Rodney**, for this great article, but allow me to mention the MG Midget, which also rode on ROStyles, as seen in this ca. 1980 photo of Ed.'s first British car.]

Auction Roundup: Cars on ROStyles

Here are four cars sporting ROStyle wheels.

1970 Rover 2000 TC



Sold for \$6,500 on Bring a Trailer (Jan. 2026)

This successor to the P5, in white over black leather, featured a 2-liter four, had some corrosion and blemishes.

1978 MGB



Sold for \$10,500 on Hemmings (Aug. 2025)

Just another late B? Not exactly. This car appears stock inside and out, but offers a Olds 3.5 V8 and a 5-speed.

1973 Range Rover Convertible



Sold for \$35,500 on Bring a Trailer (Dec. 2025)

Modified in 2023 to resemble the car used in the 1983 James Bond film Octopussy, this brown Rover offers a power-operated top and tan leather. Power is by a 3.5l V8.

1970 Ford Cortina 1600E



Not Sold on Anglia Car Auctions (UK) (Nov. 2025)

Showing just 29k miles, this gold over black Ford offered a 1.6-liter engine reportedly rebuilt in 2012. It had passed the UK's MoT inspection as recently as 2021, but is now exempt. The pre-auction estimate was £7,000 to £9,000.

Everyone Loves an Oddball – Episode 1: McMurtry Speirling Pure

story and photos by Peter Lee

We need more articles for the newsletter. Michael can't write everything each month, we should share the load [amen!-Ed.] I have written some in the past but what I like is the obscure and the weird. So, this year I am going to write twelve quick profiles on an obscure British car that you may not have heard of and show you how broad the world of British autos really is.

For the first profile I want to hit you up with a doozy. The McMurtry Speirling Pure. Yours for a mere \$1.3 million. What? You haven't heard of it? Do you live under a rock?

The Pure is an all-electric, single seat racecar that set out to take downforce and electric power to new levels of performance. It broke cover at the Goodwood Festival of Speed in 2021, debuting its fan technology.



McMurtry Speirling Pure

What's that, you say? Fan technology started back in 1970 with the Chaparral 2j. A sports racer with skirting around the bottom edge and two fans that pulled air out from under the car effectively sucking it down to the track surface and giving it additional grip. It was disqualified due to the fans being considered movable aerodynamic devices. Then in 1978 Gordon Murray

showed up at Formula One with the Brabham Racing BT46B. In its debut race the fan technology allowed it to class the field and win the race. But it was quickly voluntarily withdrawn due to the uproar and subsequently made illegal with a rules change. Many other racing organizations followed suit but the concept was out there.



Gordon Murray's Brabham BT46B

As for the McMurtry, it has further expanded on the fan technology and refers to it as Downforce on Demand pulling on all for corners equally. Creating an astounding 4400 pounds of downforce standing still but with the fans operating at 23000 rpm. And it is fully variable to adjust while racing to balance performance and energy consumption.

To prove this concept the company recently showed the car on a special rig with the fans running. The rig flipped the car over and then they drove it upside down a couple of feet forward demonstrating the fan system's power.



Driving upside down

But what does all this technology mean on the track? Is it all circus tricks and pretty? It is an 1000 hp electric car in addition to the fans and

story continues next page

McMurty Speirling Pure, continued

that is nothing to sneeze at. The rear wheel drive puts out some numbers that are frankly hard to imagine for us mere mortals. Zero to 60 mph 1.55 seconds, 185 mph top speed, 2860 pound weight. Yes, it does have to charge so don't expect it jumping into a NASCAR race anytime soon and running 500 miles. And running it quickly runs down the battery faster than a lazy Sunday drive.

But in that short time you can devastate any track's record. At full speed and fan suction it will only last around 2 minutes. But, the results cannot be argued as it typically doesn't need that long to prove its point. In 2022, it set the Goodwood Festival of Speed overall record for completing the 1.16 mile course in 39.08 seconds. In 2025, it beat the record on the Top Gear track by running it in a time of 55.9 seconds beating the second place car by 3.1 seconds. And that car was a full 2004 F1 racecar.



The Pure at speed

As I have pull with the webmaster, I will drop some of the links to these videos in the website technical links page so you can drool over the speed for yourself.

Deliveries of the production cars are expected in 2026 and if the lottery hits, I will put my name in the ring but in meantime I'll just have to keep dreaming and research the next car I can pull out of obscurity to dazzle you with.

[Thanks, Peter – I'm looking forward to the next eleven!]

MG **WIN**
this 1965

MG "B" SPORTS CONVERTIBLE
NOTHING TO DO but take
a **FREE** demonstration ride!

200 OTHER FREE PRIZES
TV SETS • RADIOS • CAMERAS

Free Drawing—Contest open to any licensed driver. Take a test drive in an MG "B" Sports Convertible and you are eligible to win. Free drawing for the car and 200 other valuable prizes will be held at British Motor Car Distributors, Ltd., 1200 Van Ness Ave., San Francisco, Saturday, April 3rd, 1965. **YOU DO NOT HAVE TO BE PRESENT TO WIN!** Employees of British Motor Cars, their Dealers and Advertising Agencies, are not eligible. All entries must be in by Midnight, March 15, 1965.

**TAKE A FREE RIDE IN THE ALL WEATHER
MG "B"—YOU MAY BE THE WINNER!**

BRITISH MOTORS OF FREMONT
"PARTS & SERVICE FOR ALL BRITISH MAKES"
4450 WILLIAMS ST. — 793-6900
(Foot of Pearl St.) Open Evenings

While searching for a vintage car ad to fill this space, I ran across this, which is from a thread on the [MG Experience](#) forum. In 1965, British Motors, a dealer in Fremont, CA, was offering to give away an MGB. Those posting on the forum did not know if the car was actually given away. British Motors of Fremont has long since disappeared. However, several commentors noted the later raffle for the 250,000 MGB, which was won by a young man in Mobile, William Newton, and later rediscovered by SABCC member **Rodney McDonald**, who not only chronicled the find (click [here](#) to read the article on Hemmings.com) but also arranged to have the car at SABCC's 2024 British Car Festival. Rodney, please let us know if you find the Fremont car.

Spannering

Tech, Repair, Restoration



Polishing Metal Parts

story and photos by Scott Paradise

Is your LBC suffering from oxidized bits and pieces? Here is one method I use on a regular basis to shine things up.

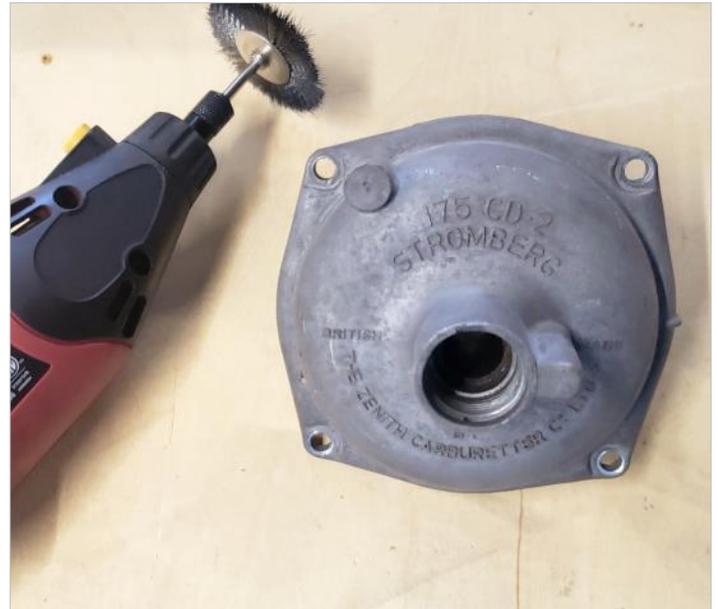
Harbor Freight sells a stainless steel wire wheel kit for Dremel-type tools.

Using ONLY the largest wheel, oxidation can easily be removed from a variety of parts. The large wheel is very fine and will not damage a finish . . . as a matter of fact it is so fine that it will not remove rust from ferrous material. The other wheels are more aggressive and will scratch the surface.



Using the Dremel tool on low speed, gently remove the oxidation. Be aware that a uniform finish takes a little practice but the learning curve is pretty short. Hard-to-get to spots can be cleaned with the long-tipped wheel; however it

will leave a different sheen, which can be toned down with the large wheel once cleaned. All in all, the process is fast and rewarding!



Top left, the kit from Harbor Freight; bottom left, **Scott** points out the correct wheel; top right, beginning work on a dashpot for a ZS 175 CD-2 carburettor; bottom right, the right side of the dashpot shows the results of the polishing.



Weak and Rusty

Michael King, Editor

Quandary

As I write this, my 2011 Jaguar XFR — my daily driver — is in the shop. Now, stop with the jokes about needing two Jaguars, since one is always in the shop. This car has actually been very reliable in the five years I've owned it, and besides, I don't have a backup Jaguar. I have two.

The problem stems from a fairly common failure on these cars. Jaguar used a rotary gear selector for Park, Reverse, Neutral, Drive, and Sport. In Drive or Sport, upshifts and downshifts can be accomplished with the shift paddles behind the steering wheel. Electronic failures in the gear selector module (GSM) cause the selector to get stuck in a position. In my case, the failure occurred as I was reversing from a parking space. The car decided it liked to be in reverse, and there it stayed. Of course, when I turned off the engine, I could not restart it, as it was, after all, in reverse. And, it was in the middle of a parking lot.

Fortunately (if anything can be fortunate in this situation), the car has an emergency release that allows it to be put in Neutral. After fiddling with this a while, I was able to get the car out of gear and push it out of the middle of the parking lot. A tow truck hauled it to a local shop.

That shop called me not long ago to confirm that the problem does indeed appear to be with the GSM. I mentioned that this is a common issue — common enough that Jaguar issued a Technical Service Bulletin and later, a recall. Great! I can get the car fixed for free!

Well, not so fast, my friends. I'm in Pensacola, and the closest dealer is in Mobile, and I doubt Jaguar will pay for a 60-mile tow on a 15-year-old car, even if they would still honor the recall.

So, my current plan is to have the car towed back to the house, and send the GSM to a company that rebuilds them for far less than the cost of a new part, and probably less than the cost of getting the car to Mobile.

As I was awaiting an answer from the shop, I contemplated several scenarios, not the least of which having to replace the six-speed ZF transmission. A rebuilt unit, installed, could easily reach \$5,000 or more.

Thus the title of this column. The Quandary. How much does one spend on a car that won't be worth much even when fixed? My Jag might have just 46,000 miles, but its value is only around \$9,000. I replaced an engine in the Chevrolet Avalanche my wife used to have, and she drove it a couple more years and then sold it for a good price, but I doubt the economics would be as favorable for my Jaguar.

That said, Google AI tells me the average transaction price for a new car reached \$50,326 in December 2025. About a year ago, we bought my wife a new Land Rover Defender, and spent a bit more than that. I'm not anxious to add any more debt. On the other hand, I've gotten a bit spoiled driving a 510-hp luxury sports sedan for the past five years.

At this point, having to replace the XFR does not appear to be necessary. That's a good thing, considering a) the price of new cars, b) the corresponding price of nice used cars, c) my desire for something comparable to the XFR, and d) the realities of my financial situation (I am retired, after all).

But what does one do when the cost of repairing or restoring a car exceeds its intrinsic value, even as a finished car? As hobbyists, we sometimes make decisions with our hearts, rather than our heads, but most of us cannot afford to do that on repeat. I'm thankful that I might not have to make a difficult decision this time. I wish you the same.



British Car Festival 2025

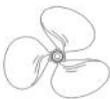
The Morgan Motor Company

celebrating

Thank you, Sponsors!



Mr. & Mrs. Funderburk



Butler
Hempstead
Marine



CDC ENGINEERS
4912 Oak Circle Drive North • Mobile, AL 36609
Office (251) 662-5891 • Fax (251) 662-5892



Cracked Nut
Society



Friend of
SABCC

Glenn's MG &



British Car Repair



Allen Craton
 Bay Auto Glass and Upholstery
 Bill & Sandra Cashion
 Brian Daly
 Clovis Café
 Country Wagon Farmers Market
 Crowder Gulf
 Dan Duchsherer
 David & Gwen Pierce
 Don & Kathy Richie
 Don Carlos
 Eddie Toenes
 El Rancho
 Gulf Coast Land Rover Club
 H M Yonge & Associates
 In Memory of Brad Klees

In Memory of David Roloson
 Jarvis Law Firm, PC
 John George Jewelry
 John Lee
 Mardi Gras MG Club
 Marine Technology Services
 Mario Gabriel, Jr.
 Mark & Andrea Harris
 Matthews Foreign Car Parts
 Monty's Power Wash Plus
 Mr. Gene's Beans
 Mutt Manor
 Norbert & Kitty Long
 Old Tyme Feed & Garden Supply
 Phil Hayde
 Richtex

Rick Black
 Robb & Elisabeth Ogletree
 Ron Wolverton & Becky Kramer
 Sami Saleeb
 Sarah Beth & Jake Mason
 Taber Tompkins
 The Palms Pet Resort & Boarding
 The Royal British Legion
 Tom Schmitz
 Tommy & Joanne Hartwell
 Tony Breeden
 Tractor Supply Company
 Veterinary Medical Center
 W.R. Bishop
 Waggy Tails

Classifieds

1974 Jensen Healey



Two cars that I turned into one with spare parts. Structural metal work, including new floor pans, completed by BMC Restorations in Kiln, MS. Includes hard top, Dellorto manifold, new aftermarket seats, and installed, complete AC system. Needs light bodywork and paint; ran when restoration began but not operated in over ten years. \$5,000 invested, asking best offer.

Cortland Musgrave

504-559-4960

heytony9999@hotmail.com

MGB Chrome (and other) Bits

Need something for your MGB? I've bought a few boxes of assorted parts for my 1967 project, and have more than I need, including map lights, door handles and pulls, seat recline levers, trunk locks, and more. Email me and I'll let you know if I can help – prices very negotiable.

Michael King

sparkspanner@gmail.com

1961 Triumph TR4



This TR4 underwent a comprehensive restoration and modernization by the late **David Roloson**, a dedicated club member. The frame-off restoration was completed over four years, from 2011 to 2015. Below are the details:

- Rebuilt 2,138cc inline-four (from 1965 TR4A)
- 4 Speed (from 1965 TR4A)
- Front disk brakes (Toyota 4-piston calipers on TR6 Brackets)
- 10 1/2 Inch drilled and slotted brake rotors
- Stainless steel brake lines
- All suspension pieces are new
- All glass is new
- Lights are LED or Halogen
- Battery relocated to trunk with cutoff switch
- Custom paint is 1993 Porsche mint green and Boulevard Black base/clear coat – 3 coats color & 3 coats clear
- Custom interior by River Rags Coden, AL



The TR4 is now available for purchase at \$16,000. It can be seen at the 2025 British Car Festival.

Miller Roloson

(615)-332-1787

1951 Jaguar XK 120 FHC

The time has come for me to try to sell my 1951 Jaguar XK 150 FHC. It was fully restored 1988 – 2005 and was in storage from 1990 – 2005. I purchased it in 2009 (see full story in July 2024 *Spark & Spanner*). It has been repowered with a 5-liter (302 ci) Ford V8 engine and has a 5-speed manual transmission. I have added air conditioning (heat and cool), disc brakes on front, 60-spoke chrome knockoff wire wheel with hubs, bushings, seals and bearings. It has black leather seats. The car is in great shape and ready for a new home. Asking **\$100,000**; highly negotiable!

Bill Cashion

704-500-4843



Car Hauler Trailer

16 foot Dual Axle Steel Trailer with Electric Winch. Measures 74 inches wide (inside measurement). Includes 4 tire hold down straps. Electric Mile Marker 8000 lb. winch and battery are included. Also includes one spare tire. **Price reduced: \$2200** or best offer.

Monica Bachmann

(850) 217-1765 (call or text)



1979 MG Midget Parts

For sale is an assortment of parts for a 1979 MG Midget:

- Top Bows: \$90
- Top Tonneau Cover: \$40
- Glove Box Door: \$15
- Radio with Console: \$30
- Pair of Tail Light Assemblies: \$30
- Intake with Stromberg Carb: \$40

I am willing to consider offers for any of these.

Steve Albrecht

251-533-7917

stevealbrecht451@gmail.com



Fiberglass "Bugeye" Bonnet

I have for sale a fiberglass replica of an Austin-Healey "Bugeye" Sprite bonnet from the collection of the late Bob Lembcke, a noted vintage racer and technician. This bonnet is suitable for installation on a car or as wall art. \$400.

Keith Sanders

850-529-7601

britcarguy202@gmail.com



And now, for something completely different . . .



Not familiar with this particular model of the Mk. 1 MG Midget? That's because it's a bespoke model, built for Benjamin Patrick Cummings, III, grandson of SABCC president Ben.



South Alabama British Car Club

PO Box 18036

Mobile, AL 36618



*Find us on Facebook! Look for our Facebook group, **Friends of South Alabama British Car Club.***