

Spark & Spanner

The Official
Publication of
the South
Alabama British
Car Club

October 2025



From the President

Ben Cummings

A Glimpse of the Future

Nine years ago, I bought an MGB from **Keith Jarvis**. The car sat for many years before I bought it. My guess is that it had not been run in twenty years but likely more. So, I took it to **Pierre Fontana**. We had some trials and tribulations before it ran again. It is a funny story about how Pierre got that car running. I will surely tell it one day, but not now. This is a story about the car, but a different story. A story about modern technology.

If anyone truly reads my letters, then you may recall that several months ago I used ChatGPT to write the President's Letter. And then I followed up the next month with a letter confessing my use of AI. But I explained that AI could be used to help us with our British car hobby. Asking ChatGPT a question is way easier than ciphering through all the websites and adds that Google will confuse you with. ChatGPT will give you a clear answer, quickly. And you can ask follow-up questions. I have been asking ChatGPT questions about the distributor and carburetor on the Sprong. And my new friend provides the answers I need. I say "my friend" because the AI program seems like a real person. It is as though I am communicating with a warm body and not just 1s and 0s.

So, after nine years from buying the MGB from Keith I have finally decided to restore the car properly. I stripped it down to the shell and had the car blasted and primed. I attempted body repair myself and have taken it to a body shop for painting (and to fix my poor bodywork). But before I loaded the car onto the trailer to be taken to be painted, I snapped a picture to docu-

ment that stage of the restoration. I shared the photo with my daughter as the car will be her graduate school graduation gift. We talked about the paint color and the interior and settled on baby blue with tan interior.



"Before" (real) and "after" (AI-generated) images of the MGB.

She then sent the photo to ChatGPT and asked "our friend" to generate an image of the completed car with baby blue paint and tan interior. In just a few seconds ChatGPT sent her an image. I was impressed. The speed and accuracy of ChatGPT is amazing. So, now my daughter knows what the car should look like. I hope I can make it look as good as the picture. And I'm sure I will be asking ChatGPT many questions as I proceed with the restoration.

Safety Fast,

Ben

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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? Tariffs? Not here! – Ed.*].

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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



October 17 and 18, 2025

British Car Festival

Fairhope United Methodist Church, 155 S Section St, Fairhope, AL 36532. Friday dinner starts at 6:30 in the Family Life Center; the show field opens at 9:00 Saturday morning.

October 25, 2025

Lillian "Best of Decades" Car Show

Lillian Methodist Church, 12770 S Perdido St, Lillian, AL 36549, 8:00 a.m., \$25 by Oct. 13 or \$30 thereafter.

October 28, 2025

Monthly Club Meeting

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

November 2, 2025

Autojumble

Tom Schmitz "Garagemahut," Elberta, AL, 10:00 a.m. Watch your email for details.

November 25, 2025

Monthly Club Meeting

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

October 2025

SU	MO	TUE	WE	TH	FRI	SAT
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17 BRITISH CAR FESTIVAL	18
19	20	21	22	23	24	25 LILLIAN SHOW
26	27	28 CLUB MEETING	29	30	31	

November 2025

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

Sparks

Club and Member News



British Car Festival Update

Less than a week away . . . are you ready?

Whether you are or aren't, the show must go on. And this year's version looks to be the best ever.

Here are some facts of interest:

- As of Oct. 11, we've 101 entries, and should top last year's total of 124 pre-registered.
- Cars are registered in 29 classes; we are still looking for entries in Classic Minis, Modern Britannia (post-2000 cars from more obscure marques), and Triumph Spitfires and GT6s.
- Sponsorships have more than filled all our available spots on the class signs – we have three Main Sponsors, 21 General Sponsorships, and 52 Class Sponsorships, which means that sponsor funds are 17 percent more than 2024.

Here's the schedule of events:

Friday, October 17

6:30 p.m.: Pre-Show Dinner, Fairhope UMC
Christian Life Center

Saturday, October 18

9:00 - 11:30 a.m.: Registration. Enter from Section Street. Please note the closing time of 11:30.

- Pre-registered vehicles, stay to the right as you arrive to get your goody bag and windscreen card.
- Those needing to register on the show day, stay to the left as you arrive to register, get your goody bag and (temporary) windscreen card. Printed cards will be placed on your car before voting starts.
- Proceed from registration to have a picture

made with your vehicle. From there you will be directed where to park. Please ensure your windscreen card is visibly displayed to assist having your car directed to the correct class.

- Free coffee and doughnuts will be "up the hill" for early arrivals.

11:45 a.m. – 1:00 p.m.: Voting

- Ballots will be put in all registered vehicles by 11:45.
- Once you have voted, you can turn in your ballots at the table located in front of the Christian Life Center. Please vote by 1:00.
- Youth and Kids Voting: During this time any and all youth and children on site will have the chance to vote on their favorite car. For more details and youth or kids' ballots, see the announcers who are "up-the-hill."

12:00 noon – 2:30 p.m.: Valve Cover Racing

- Inspections and weighing will begin at noon at the announcer's table (up-the-hill).
- Valve Cover Racer judging and style awards at the announcer's table will begin at 12:30.
- At 1:00, Valve Cover Racing starts at the "bottom of the hill" and on the pavement.

3:30 p.m. (approximate): Awards Ceremony

A **Food Truck** will be on site from 9:00 a.m. to 3:00 p.m. or until they run out of food. Another vendor will be offering **sno-cones**. **Restrooms** are available in the Christian Life Center.

If you haven't already volunteered to help bring an appetizer or dessert for the dinner, or help the day of the show, please contact **Peter Lee**. Thank you for supporting our Festival!

To Ride or Not to Ride . . .

story and photos by Charles Bell

On September 13 th the Gulf Coast Land Rover Club held our quarterly Landys and Lattes, a time that we meet for coffee and a possible trail ride. This time we gathered at a really cool coffee shop in Pace, Florida called The Drowsy Poet, a William Shakespeare-inspired coffee house. If we can't be in England, maybe we can have a little England here.

We had five Land Rover models represented: My oldest son, Nathaniel, in his 2003 Discovery 2 (Mobile); Alec in his 2025 Defender (Pensacola); Joaquin in his 2000s LR3 (Gulf Breeze); Warren in his 1998 Discovery 1 (New Orleans); and David in his 1960s Series 2a (Gulf Breeze). It was quite a diverse showing of the British marque that we love.

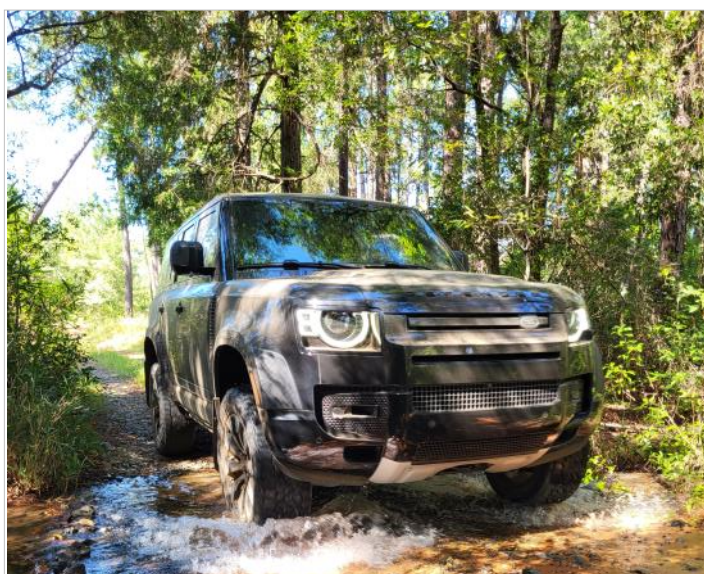
Unfortunately, my LR4 (Brutus IV) was at the body shop to repair the damage of a vindictive sweet gum throwing its branches at my vehicle. *Et tu, Brute?*



The group on the trail.

After some tasty coffee we headed to Blackwater River WMA for some light trail riding. The roads were very dry but we managed to find a little water here and there. It was great to see the

different models all together on one trail. The models may have changed over the years, in some cases rather drastically, but the heritage and adventure are still running deep in the core of these quirky vehicles as well as their owners. I don't know, it must be a British thing. Of course, to ride or not to ride was never a question . . . at least not for us.



Past meets present—a Series 2a and a 2025 Defender.

If anyone has a Land Rover and wants to join us on the trails, at a coffee shop, or just hang out, you can find out more information [here](#) or come find me at the British Car Festival.

[Charles Bell is founder and president of the Gulf Coast Land Rover Club, and a retired Land Rover Master Technician.]

My Life and My Cars

*story by Noel Eagleson
photos courtesy the author*

When Paul Reese, president of PBCA, called and asked if I would write a short bio for their newsletter my initial reaction was “Yes”. . . sure I can do that. Then, reality kicked in as to how can I possibly squeeze in enough of life’s experiences into a page. That is much like trying to pour two pints of Guinness into a single pint glass.



Noel aboard a “Fergie.”

I was born in Belfast, Northern Ireland and both of my parents came from large farming families in County Tyrone. I learned to drive a Harry Ferguson tractor (known as a Little Grey Fergie). My schooling all took place in Belfast and my father encouraged me to apply for an apprenticeship at Standard Triumph (who were recruiting at the time). That did not appeal to me so I went to work for a very small firm of pharmaceutical valuers, traveling around the North and Isle of Man doing annual stock inventories for chemist shops [*which we Yanks call “drug stores”-Ed.*]. This was a great job, even driving the Boss around in his 1960s Humber Super Snipe. Unfortunately, he succumbed to drinking way too much Bushmills and the business folded.

Around this time the mighty Michelin Tyre Company had received government grants to

build a huge car tyre factory at Glengormley. I applied and ended up training in Quality Control at their factory – “Stoke on Trent” in England. The money was very good and I also got to travel England and France. I also played for the company’s rugby team.

My principal career was with Northern Ireland Prison Service. This culminated before retirement as the Prison Governor by being awarded an “MBE” (Member of the Order of the British Empire) by her late Majesty, Queen Elizabeth II, at Buckingham Palace in 2001.

I have two sons and a daughter (and now grandchildren) who still live in Northern Ireland. I always enjoyed classic cars and was Chairman of Northern Ireland’s Morris Minor Club for some years. I also played local rugby.

Shortly after retirement I went to work for the Foreign and Commonwealth Office in the Middle East before coming to the U.S.A. in 2006. I joined SABCC around 2007 and later became President from 2009 through 2011. More recently I also joined PBCA and MGMG car clubs. I am also a member of NAMBGR.



Noel and Donna attend a show together

In 2019 I married Donna Cunningham, who was also a member of SABCC. She had just completed an extensive career in Human Resources (44 years) and the same years advising and taking
(story continues next page)

Noel Eagleson, continued

leadership positions with several of the University of South Alabama's organizations. In 2021 I was delighted to receive my U.S.A. Citizenship.

Previous Cars:

- 1948 Morris 10/4
- 1957 Austin A35
- Mini Traveller
- A number of British Fords: Cortinas, Corsair 2000 E, Escorts, Fiesta
- Vauxhalls: Vivas, Cavalier, Astra, Nova
- Wolseley 1300
- Morris Marina (I had to keep two bags of sand in the boot to ensure the rear axle stayed on the ground)
- Several Morris Minors
- Then went to the "dark" side – family cars – Fiat UNO, Renault Meganne Diesel

Current Cars:

- 1964 Jaguar XKE coupe
- 1988 Jaguar XJS
- 1954 MG TF Roadster – undergoing a protracted restoration
- 1964 MGB Roadster
- 1975 MGB Roadster

For further information you will have to wait for the Limited Edition, leather-backed copy of the best book I will ever write!

[I'd have to live a lot more years and travel thousands more miles to find a better friend, and a better man, than Alfred Noel Eagleson, MBE-Ed.]

Auction Roundup: Noel's Cars

This month, we look at some of the models Noel's owned.

1957 Austin A35



Sold for \$17,000 on Bring a Trailer (Sept. 2020)

In Tweed Grey over red, this very nice Austin was previously owned by motorsports personality Barrie "Whizzo" Williams. Its condition and documentation were solid.

1975 MGB Roadster



Sold for \$12,531 on Bring a Trailer (Feb. 2022)

In what appears to Harvest Gold over black, this B was in very nice condition with no issues noted.

1954 MG TF



Sold for \$28,088 on Hemmings (March 2024)

In MG Red on steel wheels, just like Noel's car, this TF was well-done, but not faithful to its roots, as the 1250cc XPAG engine had been replaced with a 1466cc XPEG.

1975 Austin Marina



Sold for \$3,800 on Hemmings (Feb. 2018)

In the U.S., the Morris Marina was sold as an Austin, and I had to go back more than seven years to find one that sold here. These were not well-regarded when new and still get their share of sarcasm.

Spannering

Tech, Repair, Restoration



Elbow Hose Replacement

story and photos by Keith Sanders, PBCA

We just returned from the 2025 CBA in Dobson, NC. As usual, I trailered my MGC (a/k/a "Bumble C") as I no longer have the courage to drive an MG 800 miles each way. My days of crawling under a car next to interstates have long passed.

Our club, PBCA, always holds a tech workshop for our membership the Friday and/or Saturday following the monthly meeting. The location for our tech sessions was only two miles away from my home in Milton. I had not driven my C since unloading Sunday night. It started right up. I let it warm up a bit then took off for **Bob Manske's** garage. I was second to arrive and backed into parking spot next to the shop. As I exited, I noticed a bit of steam escaping from the front grill and the sweet smell of antifreeze in the air.

SEEMS I HAD A COOLING ISSUE! I was overdue for flushing and changing the cooling system fluid, however, it was cooling well and the color was still bright. I had blown the lower hose about 10 or 12 years ago. Since I drive less than 2,000 miles per year, I had not felt the urge to service the cooling system any sooner. While not scheduled for a repair that day, emergencies always take precedence. The culprit was the small elbow hose from the water pump (see photos, above right) to the head just below the filler assembly. Mine was last replaced in 1994 when I had the motor completely rebuilt.

The elbow had a small hole but was soft and cracking so I loosened both clamps and easily removed the hose while still out in the driveway. By now, we had rolled out a TD and a in-

side work space was available. The elbow is overly long for the C and requires about 1/2 inch trimmed off each end; how-

ever it is a very snug fit to the two receiving nipples. It is easier to replace with the water pump being removed. I would not

want to attempt it next to a busy highway or in a parking lot.

Once the top of the hose is connected, it has to bend and fit the lower nipple; If

you put lower end on first, it's hard fit the top end. After many attempts we were finely successful when we used a heat gun and sufficiently warmed the hose so it was flexible enough to fit. We also had to open the clamps and thread them behind the hose and reconnect to complete the job. I also replaced the upper hose and removed the 10-year old lower hose and flushed the system, refilling with 50/50 antifreeze plus a bottle of Water Wetter. We went through the burping process and now the "Bumble C" is back on the road. Ain't that cool!

[This article was written for the American MGC Register Association-Ed.]



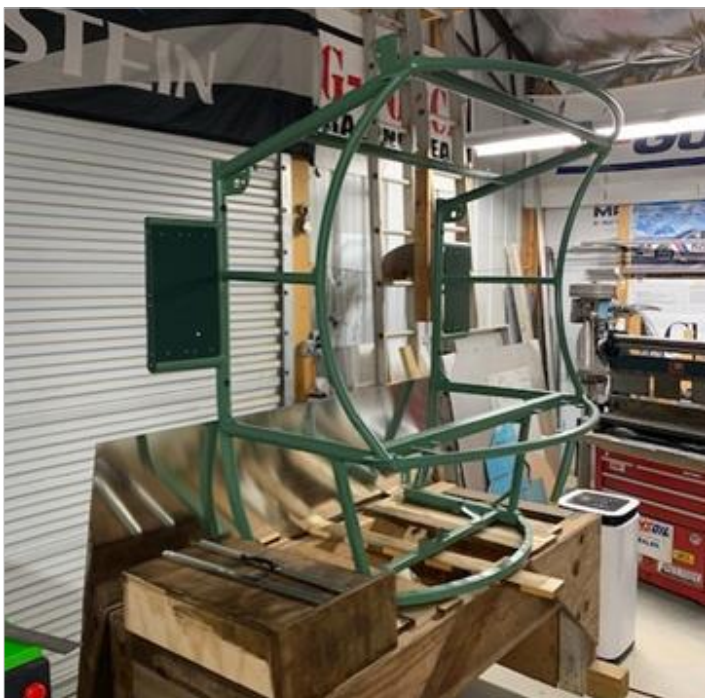
Turner Special Yearly Update

*story and photo by George Bruno,
Technical Director, PBCA*

Can't believe another year has gone by since my last update on the custom, Jaguar powered, roadster that I'm building. When I look at the project, it doesn't look like I've made a whole lot of progress, but then I realized that there were

some changes and modifications that took place (and time) along the way.

One of the big accomplishments this year was finalizing the cockpit area, which is constructed mostly out of steel tubing. In order to gain more pedal clearance in the very tight driver's side foot-well, I ended up moving some of the sup-



The cockpit portion of the body going through final mock-up and welding.

My first attempt at forming the side panels for the rear tail portion of the body.

(story continues next page)

Turner Special, continued

port braces, which required a good amount of cutting, welding, and patience, since this occurred twice (yes, twice!!). Then, I was able to



Boot lid "skeleton" and hinge assembly.

do the final welding on the cockpit frame, which required removing and installing it on the chassis several times (they don't show all that on those one-hour custom car fabrication shows).

I also tried my hand at forming the aluminum panels for the sides of the tail end of the body. After several attempts at trying to get the panels to form exactly to the shape needed (which requires a compound curve on each panel), I finally realized that in order to get the panels to behave as needed, I needed a full size English wheel, instead of the small bench-top one I was using. As frustrating as that experience was, I did learn from it. I also learned the proper sequence needed to create the compound curve I was looking for, using the English wheel, by watching a YouTube video created by a professional metal worker and instructor. If you query YouTube, it's amazing how many tutorial videos you can find these days.

Since I decided to put the panel forming aside until I'm able to acquire a good, full-size English wheel (if anyone knows of one for sale, PLEASE let me know), I moved on to creating other parts. I recently formed a skeleton frame for what will be the boot lid. It's made from aluminum rods welded together, then it'll get its aluminum skin down the road. I also fabricated a hinge system for the lid. I know it doesn't sound like much progress has been made, but you would be surprised how many times you have to take apart what you put together in order to make things fit and work together, before moving to the next step. CHEERS to another fun year tinkering in the shop!!

[If you've ever met George Bruno, you might have thought how can such a quiet, unassuming guy be so talented? The preceding article, and his beautiful Triumph TR4, should dispel any doubts about his abilities-Ed.]

Spare Parts

Road Racing in Alabama

story by **Rodney McDonald**

photos courtesy the author

If you were asked to name some American road racing courses, most of you would mention Sebring, Lime Rock, Road America or maybe Laguna Seca. But did you know that for a time in the 1950s and '60s there was a road course in Alabama that hosted races that drew participants such as Birmingham's George Barber? That course was in the north central Alabama town of Courtland.

The site of the race course was the Courtland Army Air Force base that was constructed in only eight months in 1942. CAAFB's original mission was to provide basic flight training for pilots of single engine aircraft. Later in World War II, the base was the home of advanced flight training for B24 aircraft crews. At the end of the war, Courtland was declared surplus to government needs, and it was deeded to the state of

Alabama.

With several runways extending 5,000 feet in length, numerous taxiways and access roads, the budding sports car enthusiast movement in Alabama and Tennessee saw opportunities for racing there. The very same opportunities that led to racing at Sebring in Florida and Silverstone in the UK – both former air bases.

The Courtland site hosted its first road races in September, 1955 with 5 separate races sanctioned by the Alabama SCCA region. Entry lists show the most popular model entered was MG TDs with 12 of them entered in four races on the day.

In future years, the SCCA regional race at Courtland became known as the "Confederate Grand Prix", and it drew well-heeled owner/drivers of Porsche 906s, Ferrari Dinos and Jaguar D Types. Naturally, Triumphs, MGs and many other British marques were well represented in the field.



MGB and a pair of Triumph TR3s in the wet during the July, 1965 Confederate Grand Prix (photo by Bill Brannon).



Program cover for a 1960 event

(story continues next page)

Road Racing in Alabama, continued

Courtland was also home to a number of open-wheel racing classes such as Formula Junior and Formula Vee.



Starting grid for the A & B Production & C, D, E, F Modified and Formula Junior Saturday race during the 9th Annual Confederate Grand Prix (photo by Bill Brannon).

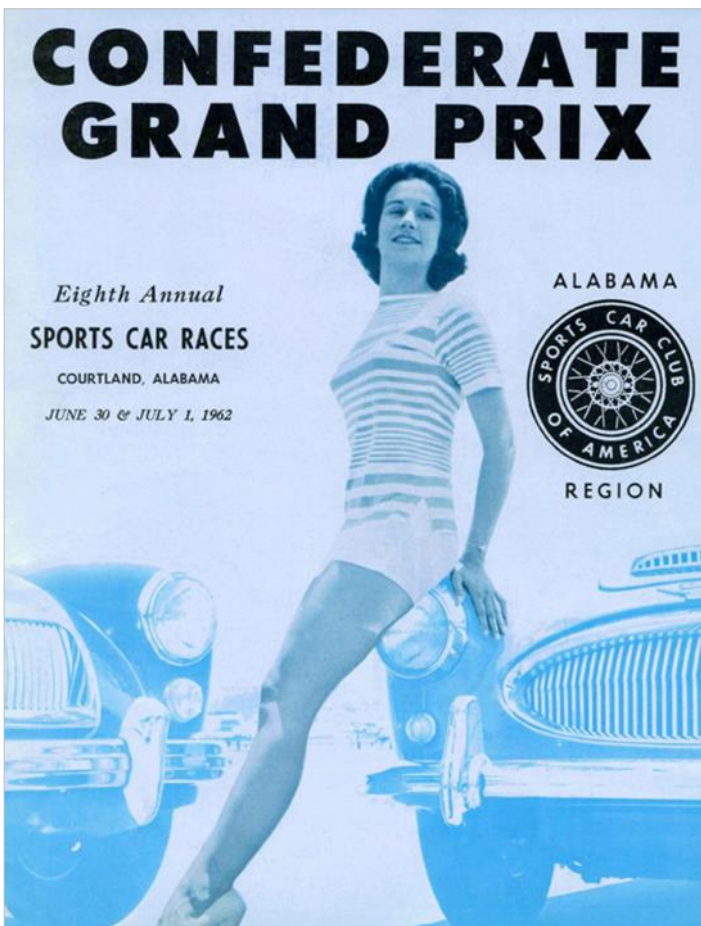
The Rahal family racing dynasty has some of their roots in the Courtland track. Edmund Rahal of Savannah, Georgia made several SCCA appearances there in the early days of the course. Rahal raced an Arnolt Bristol Bolide, eventually working his way up to a Jaguar D-Type he would later race as a professional.



Edmund Rahal at speed on the Courtland Road Course in 1958 in his Jaguar D Type (photo from the Rahal family collection).

Courtland's 3.2 mile road course continued to host regional SCCA events until 1967 when purpose-built tracks such as Road Atlanta and

Roebing Road became available for SCCA regional events.



Program cover for the 1962 event.

Today, the town of Courtland is a bit down at the heels with the closure of a large paper mill, the loss of a Jimmy Dean sausage plant and the resultant exodus of population from the western Tennessee Valley community. The airfield is still in existence with two operational runways and as an industrial park with Lockheed-Martin the largest tenant of the facility.

The roots of road racing run deep in Alabama and today it has a fine home at Barber Motorsports Park in Leeds, Alabama. If you've never attended a sports car road race, you should check out the schedule at Barber and go to one.

For more details about the events held at Courtland in its heyday, check out the Racing Sports Cars web site entry about the track and the events [here](#).

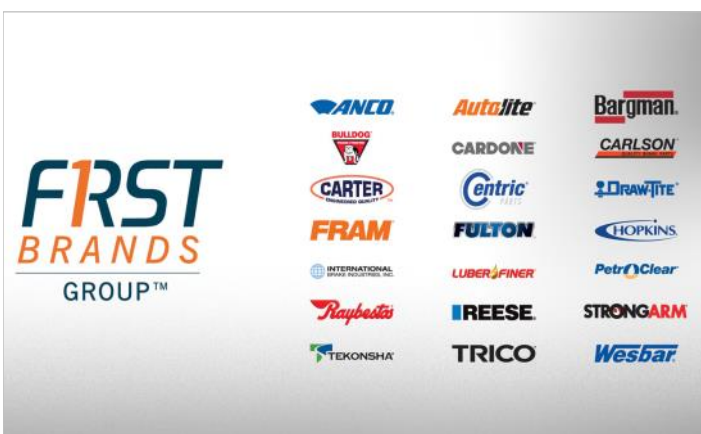
Weak and Rusty

Michael King, Editor

The Pitfalls of Consolidation

If you follow financial news, you might have read of the bankruptcy filing of a company called First Brands Group. According to [Baron's](#), the company has \$11.6 million in total liabilities, and "as much as \$2.3 billion in short-term financing has 'simply vanished,' wrote Richard Jacobsen," an attorney for one of the hedge funds that is owed money by First Brands. The U.S. Department of Justice has opened an inquiry.

Why should this be of interest to you, an auto aficionado? Well, First Brands, according to [The Brake Report](#), owns some of the most familiar names in the auto parts business, including Trico, Anco, and Michelin wiper blades; Autolite spark plugs; Fram filters; Carter fuel and water pumps; Centric, Raybestos, and StopTech brake parts; Philips lighting; Cardone new and remanufactured parts; Reese and DrawTite towing hardware; and more.



Patrick James, described in many articles as the "elusive" or "little-known" CEO of First Brands, created the company by buying up auto parts companies. An [article](#) on the Mint website states that James "built through a series of aggressive debt-fueled acquisitions."

What will all this mean to you and me? In the short term, we might see shortages of some parts at our local parts houses, as First Brands closes manufacturing plants and distribution centers and lays off employees to reduce costs. Eventually, its facilities and brands might be sold, possibly reducing competition and increasing costs.

When I was a child, Sears was the major department store, followed closely by JC Penney. K-Mart was the big discounter, but we also had Woolworths/Woolco, Grants, and TG&Y. In my hometown, we had Bacon's as a more-upscale retailer; they were (eventually) owned by Mercantile Stores Corp. (MSC), which also owned Gayfer's. Kristine and I used to shop at Parisian. Now, Sears and K-Mart are all but gone, taken down by a private investor, and Penney's is on life support. Woolworths/Woolco, Grant's, and TG&Y are also gone, and Dillard's bought MSC. Parisian was subsumed by Belk.

We've seen some of this in our hobby. Long Motor Corp. sold its British parts division, Victoria British, to Moss Motors. Moss also acquired major Jaguar supplier XKs Unlimited. In 2024, Radial Equity Partners acquired Moss and Rimmer Bros., a UK-based supplier with a US presence. Comments on some of the British car forums have not been favorable towards these companies since the buyouts occurred.

What can we do about this? Unless you have a few spare billions of dollars lying around, maybe not much. However, we can look to alternative parts suppliers (see my article last month on "resources"), including small businesses who are making or refurbishing parts. Three-D printing and CNC machining are examples of technologies allowing small-scale manufacturing.

So, I'm choosing to be encouraged. When market demand exists, someone usually finds a way to supply it.

2024 British Car Festival



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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

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heytony9999@hotmail.com

1962 Bentley S2 Rolls-Royce Engine

[The 1962 Bentley used a V8 engine with a displacement of 6231cc (380ci), developing 185 hp and 339 lb.-ft. of torque-Ed.]

Bill Everett

251-510-8999

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

And now, for something completely different . . .



Does a custom paint job—even by a famous artist—increase a car's value? In this case, perhaps not. This 2016 Roll-Royce Dawn (original sticker price \$416,850) was a no-sale on Bring a Trailer at \$141,000. The paintwork (on a grey wrap over the blue indigo paint) was done by Artlanta, an artist and musician.



South Alabama British Car Club

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