

Spark & Spanner

December 2025

The Official
Publication of
the South
Alabama British
Car Club



Go Hillman

Christmas comes but once a year,
but a Hillman lasts for many . . . because it's
built to last . . . built with pleasure in mind,
**but with reliability as the most important
consideration of all.** Here, in a Hillman are miles
and miles of top-performance, top-safety and
top-comfort. And another Hillman first –
'EASIDRIVE' Fully-Automatic Transmission—to
make your driving even easier, even more luxurious.
A shining new Hillman Minx is one of the most
wonderful and lasting Christmas gifts of all.
Go Hillman and happiness follows naturally.



From the President

Ben Cummings

Still Giving Thanks

We are recovering from a fine Thanksgiving feast, and talk is already of Christmas. "Have you bought your tree yet?" "What type of tree do you get?" "Are you going to put lights on your house this year?" These are just a few of the conversations my family is already having.

Traditionally, I have always waited until after my dad's birthday on December 11th to buy and set up our tree. But by the 11th there are few trees to purchase and many of the lots are closed by then.

I think we, as a society, rush too soon into Christmas. I prefer to savor the Thanksgiving meal and to ponder for a while the things that I am thankful for before I begin to think about Christmas.

So, what am I thankful for? As a father, husband, and now grandfather, I am thankful for my family. As a businessman, I am thankful for prosperity. As an American, I am thankful for my freedom. As president of the SABCC I am thankful for a thriving club of members that like one another, enjoy each other's company, and assist others with the hobby of restoring and maintaining British cars.

But, today, (just two days after Thanksgiving) I am thankful for **Fletcher Thompson**.

Fletcher is a past SABCC president and an enthusiast of MG Midgets. He is aware of my love of Midgets too. And he is also aware of my obsession of owning many cars. Many of which, actually most of which, are rusted out wrecks. About a month ago I sold to Fletcher a Midget body. And today I sold to him a 1968 Spridget (see photo). Thank you Fletcher for helping to



cure me with my British car hording tendencies. But the number of cars I own is still in the double digits. I still have a ways to go before I have a reasonable number of cars.

Now that I have given thanks, it is time to think about Christmas. So, speaking of Christmas, don't forget about the SABCC Christmas lunch. The lunch this year is December 14th at 12:30 at the Homestead Village in Fairhope [see below-Ed.]. I hope to see you there then.

Safety Fast,

Ben

Christmas Lunch, Installation of Officers, and President's Awards 2025

Sunday, December 14, 2025, 12:30 p.m. to 3:00 p.m.

Camellia Room – Homestead Village Main Building, 924 Plantation Blvd, Fairhope, AL 36532.

Cost: \$25.00 per member, \$25.00 for spouse or one guest.

Menu: Baked chicken in a mushroom wine sauce with whipped potatoes and seasoned fine green beans with crispy onions, **or** baked Atlantic cod in a smoked Gouda cheese sauce with roasted rosemary potatoes and fine seasoned green beans; baked peach cobbler **or** chocolate éclair cake

Drinks: Tea, water, and coffee, or BYOB

Dress: Casual. Some members wear Christmas attire.

Please bring an unwrapped toy for a child of any age.



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 America 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	Dick Bishop
Member at Large	Don Blosser
Member at Large	Tom Renick
Member at Large	Frank Stabler
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



MALONEY • LYONS, LLC
ATTORNEYS AT LAW

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

tinyurl.com/mg103fest
AUGUST 14-16, 2026

Around the Bend

Upcoming Club Activities



December 14, 2025

SABCC Christmas Party

Homestead Village, 924 Plantation Blvd,
Fairhope, 12:30 p.m., \$25 per person.

DEADLINE EXTENDED: Reservations due to Donna Eagleson Dec. 8. Please bring an unwrapped toy for a child in need. **This event serves as the December meeting, so no meeting will be held Dec. 23.**

January 27, 2026

Monthly Club Meeting

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

December 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	18	19	20
XMAS PARTY						
21	22	23	24	25	26	27
28	29	30	31			

January 2026

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
		CLUB MEETING				

Sparks

Club and Member News

2026 Club Officers

At the November 24 meeting, the slate of SABCC officers put forward by the Nominating Committee was approved:

- President: **Ben Cummings**
- Vice President of Membership: **Rick Black**
- VP of Activities: **Michael Bertagnolli**
- Secretary: **Peter Lee**
- Treasurer: **Donna Eagleson**
- Newsletter Editor: **Michael King** [aka "Ed."]
- Members at Large: **Stan Anderson, Don Blosser, Tom Renick, and Frank Stabler,** and **Gil Stuart** in place of **Dick Bishop**.

SABCC extends its sincere appreciation to Dick for his many years of service, and looks forward to seeing him and his MGB, "Brooke," for many years to come.

The officers will be installed at the December 14 Christmas Luncheon.

Mercedes Rescue

Speaking of club officers, do you know how many past presidents of SABCC it takes to remove an old Mercedes-Benz from a spot where it's been parked for many years? In the case of a 1989 560 SEL at the home of **Tom Renick's** neighbor, the answer would be "four." Seems the nephew of Tom's neighbor had left the big sedan at a carport outside a garage, where it sat for about two decades. Tom was able to get the tires to hold air, so he drafted **Noel Eagleson** to help him extract it and tow it across the road to his place. **Ed.** offered to go along, then **Don Pritchett** called saying he had an MG book for Noel, who suggested we meet at Tom's place.



Arriving on site, we found the car had already been sprayed with a pressure washer, so it was not quite as dirty as it might have otherwise been. Attempts to push it by hand, however, quickly confirmed the brakes were seized, so it was hooked to Tom's truck with a couple of tow straps. Gradually, the brakes broke loose, and we were able to get the car to Tom's back yard.



Above, **Don** and **Noel** assess the situation; below, tugging it out (photos by **Ed.**)

Now what, you might ask? Well, Tom was assured the 5.6-liter V8 "ran when parked," so he plans to have it running again very soon. We hope he will then sell it before acquiring a taste for German beer, bratwurst, and big Benzes.

MGMG Throws a Christmas Party

Our sister club, the Fairhope-based Mardi Gras MGs, held their annual Christmas dinner at Michael and Karen Keel's summer home in Montrose Dec. 3, and **Donna** and **Noel Eagleson** asked if *Ed.* would include a couple of photos.



At the festive table—that's **Rick and Ginger Black** at upper right (photo by **Noel Eagleson**)

Since the MGMGs do so much for SABCC, and since many of their contingent are also SABCC members, I am happy to do so. Three SABCC members, **Dick Bishop**, **Richard Black**, and **Bill Cashion**, were honored for their contributions to the MGMG club. Congratulations, ye merry gentlemen!



MGMG honorees, from left, **Rick Black** (Member of the Year) **Bill Cashion** (Chancellor of the Exchequer), and **Dick Bishop** (Organization Development Award). (photo by **Noel Eagleson**)

Spanish Fort Cars and Coffee

story by **Ben Cummings**,
photos by **Robb Ogletree**

On early Saturday morning of November 8, a group of SABCC members met in the parking lot of PJ's Coffee in Spanish Fort. After a brief social, **Michael Bertagnolli** led a caravan to the Cars and Coffee gathering in the parking lots near the Bass Pro Shop.

Michael proudly paraded the group around before finding the perfect spot where we could all park together and show off our cars. Ten British cars were on display: the Bertagnolli's two MGBs, **Don Pritchett's** MGB, **Ben Cummings' Sprite**, **Rob Ogletree's MGA**, the **McNamara's London Taxi**, **Bob Zabzdyr's London Taxi**, **Tony McLaughlin's Morgan Plus 8**, **David Menaker's TVR**, and **Peter Lee's** most unusual Sinclair. **Don Pritchett** was prepared with a bucket of Hot Wheels for the kids, and a table was set up with a display of past trophies and information about the club. Donuts were provided to passersby. The British cars got a lot of attention, and the club was well promoted. And we may have even picked up a new member!



Above, some of the Brit line-up; below, the Menaker TVR.

Spare Parts

From Two (or Three) Wheels to Four

story by **Rodney McDonald**

As we get into the Christmas season when many of us received our first bicycles, let's take a moment to consider the many British automakers that started out building and/or selling bikes. In no particular order, they are:

Rover

Starting business as the Starley & Sutton Company in 1878, partners, John



*Replica of a ca. 1890s Rover Tandem
(onlinebicyclemuseum.co.uk)*

Kemp Starley, James Starley and William Hillman built Ariel bicycles. These were of the "penny farthing" design with a huge front wheel and tiny rear wheel. In 1885, they introduced the Rover Safety Bicycle. Starley & Sutton went into auto production in 1904.

Hillman

William Hillman, formerly of Starley & Sutton, went out to produce his own bicycle called the Kangaroo. The Hillman, Herbert & Cooper Company built their first bikes in 1885. It was a derivative of the penny farthing design, but with a dual chain drive that reduced pedaling effort. Hillman went into auto production in 1907.

Humber

Thomas Humber got his start in the bicycle business in 1878 in Nottingham, where his firm pro-

duced a penny farthing, and later, a safety bicycle. Humber, along with his partners, sold the business. Humber built their first cars in 1896.

Singer

George Singer began building bicycles in Coventry in 1874, starting with a modified penny farthing design that featured a raked fork for the front wheel. Singer went on to build folding bicycles, three wheeled cycles and safety bicycles. Singer would produce their first automobiles in 1901.

Sunbeam

John Marston began the manufacturing of Sunbeam-branded bicycles in 1897, with their Golden and Royal



The first Sunbeam, which is not owned by Tom Renick (uniquecarsandparts.com)

models that featured an enclosed, oil bath chain. Marston would produce his first Sunbeam-branded automobile in 1901.

Morris

At first, William Morris was a respected bicycle mechanic, and at the age of 16, he went into production of his own line of bikes in the 1890s in Oxford. After building motorcycles, Morris designed his and built his first car, the Morris Oxford Light Car, in 1910.

BSA

Although starting as a maker of firearms, the Birmingham Small Arms Company ventured into the production of bicycles in 1880. Designs included the Dicycle which seated the rider between two large wheels, and a version of the safety bicycle. The firm produced its first cars in 1907.

(story continues next page)

From Two Wheels to Four, continued

Riley

In 1896, William Riley, Jr purchased the Bonnick Cycle Company and renamed it the Riley Cycle Company. Riley's second-oldest son, Percy, joined the firm in 1896. In 1898, Percy produced the firm's first car, a quadricycle, and later, three wheelers.

Lea-Francis

This firm was founded in Coventry in 1895 by R. H. Lea and G. I. Francis as a builder of bi-



1950 Lea Francis 2.5 Sports Roadster
(stlouiscarmuseum.com)

cycles. These high end safety bikes featured fully enclosed chain cases and multi-gear operation. After going into motorcycle production in 1911, they built their first cars in 1919 under license from Singer.

Star

Edward Lisle founded the Star Cycle Company in 1883, to produce racing bicycles in Wolverhampton. The firm soon added safety bicycles and tandem bicycles to their product mix. By 1898, Star was producing a copy of a German Benz model. By 1932, the firm was no longer operating.

Triumph

S. Bettman & Company was founded in 1885 as importers of bicycles from Germany. In 1886, the Triumph name was chosen as the brand for their line of bikes and motorcycles. Their first British-built bikes were made in Coventry in 1889. The firm was later renamed Triumph Motor Company. [In 1936, the motorcycle division of Triumph was sold, separating it from the carmaker. The motorcycle brand continues under UK ownership, while the car trademark is owned by BMW-Ed.]

Auction Roundup: Former Bike Makers

A few sales from the companies in Rodney's article

1960 Humber Super Snipe Series III



Sold for \$8,600 on Bring a Trailer (Jan. 2025)

Finished in black over red leather, this car offered an in-line six, power windows, an automatic, and burl trim.

1963 Hillman Minx De-Luxe



Sold for £2,473 (\$3,240) on Mathewsons (Nov. 2025)

Sold by the estate of the owner, this white over red Minx showed "a few age-related marks."

1957 Morris Minor 1000 Traveler



Sold for \$6,200 on Bring a Trailer (Oct. 2025)

Showing a bit of wear, and with brakes that would not reliably stop the car, this green over red Traveler did offer a recently-replaced engine and lots of charm.

1966 Sunbeam Tiger



Sold for \$56,753 on Hemmings (Dec. 1, 2025)

Here's a Cyber Monday deal for you. This red over black authenticated Tiger offered a Ford 302 crate motor, a five-speed tranny, and four-wheel discs, but the original powertrain was included in the sale. Lots of go and show for the dough.

Visiting the British Auto Museums

story and photos by Stan Anderson

British automobile museums were one of the interest items on a recent trip to England made by these SABCC members this summer.

Lynn and I arrived in Southampton and rented a car and drove to the Cotswold region, north-west of London, where we stayed at our base in Chipping Campden. Nearby in a town called Burton-on-the-water was a museum called the Cotswold Motoring Museum, holding a private collection of over 40 vehicles including cars, motorcycles, caravans, displays, and memorabilia, mostly from the 20th century.



Auto topiary at the Cotswold Motoring Museum

The British Motoring Museum, located in the town of Gaydon, between Birmingham and Oxford, holds the “world’s largest collection of historic British cars.” This museum is in a couple of two-story buildings. The main center houses several galleries, fine displays, and a “time road” by decades, as well as a restaurant, a movie room, and of course a gift shop.

The other building holds a tight-spaced collection of cars and a full restoration shop with a



Above, a cutaway MGB GT, and below, a true ‘go anywhere’ Land Rover, both at the British Motoring Museum



dozen or so stalls with lifts where technicians work on keeping the collection serviceable. The workshop has a balcony where visitors can watch technicians do their magic to preserve the cars. Gaydon is also the home of the historic

(story continues next page)

British Auto Museums, continued

RAF v-bombers and now the Jaguar-Rover Centre hosting the principal research and development, engineering center, a large test track, and a proving ground. Also nearby is the Aston-Martin Centre.



Above, the MGOC headquarters; below, the MGOC cutaway.



Another day visit was made to the MG Owners' Club located in Swavesey. The MGOC is the "world's largest single-marque car club." Their goal is to make it easier, cheaper, and fun to own an MG. The MGOC has several displays to include an MGB cut in half featuring the original on one side and the other side (bare) showing suspension and brake upgrades available to make the MG more road-friendly for modern road and traffic situations. The MGOC has MG

spares and a workshop, and offers technical advice, a monthly magazine featuring articles, classified ads, events, and online forums.

Other museums were on the radar but visits were not practicable. One of these was the Haynes Motor Museum in Sparksford, Somerset. This museum holds a private collection by the publishers of the Haynes Repair Manuals. The Haynes museum boasts "the UK's largest collection of cars and motorcycles" – over 300 cars from around the world and the facility houses fifteen exhibitions.

Some other museums include the Coventry Transport Museum, the Jaguar-Daimler Heritage Trust, and for motorcycle enthusiasts the Triumph Factory Visitor Experience. A future visit to England will hopefully include a trip to the National Motor Museum in Beaulieu which holds 270 vehicles.

The history of the British automotive industry is very interesting and these museums point this out in extraordinary ways.



Lynn Anderson next to a lovely red Wolseley.

[Stan wrote this from his presentation at the November meeting. Future presenters, please follow his lead!-Ed.]

Spannering

Tech, Repair, Restoration



Fire Protection in Automobiles

story by *Mac McNamara*

Let me preface this article with a bit of information to consider. You should have an ABC dry-powder automobile-rated extinguisher in each car you drive. The best extinguisher to have will be at least 2.5 pounds, securely mounted in the cab of the vehicle in an easy-to-get-to location, and will be refillable. You must check it monthly to ensure its gauge indicator is in "the green" section and strictly follow factory-recommended internal maintenance and re-charging schedules.

Why the information?

I have been in a car that caught fire. I was stuck on the interstate in traffic when a car near me caught fire. At a recent car gathering, a car near me caught fire upon starting. Yes, there is morbid humor in that maybe, just maybe, you don't want me around a car. Except in each instance, I was able to obtain a fire extinguisher and put the fire out.

The first incident was at a gas station. The car backfired and I was able to see, in the gap between hood and body, that a fire had started at the carburetor. The gas station fire extinguisher was utilized (despite the attendant vehemently decrying I could not use it).

The second one happened in a car behind me. The bus we were next to had an extinguisher I used to put out the fire.

The third happened most recently at the Cars and Coffee. I was in a new-to-me car and had not put an extinguisher in it, but its younger sibling (another London Taxi) had just shown me

the location for the fire extinguisher. When I saw the fire in another vehicle, I ran to the taxi and was given the extinguisher without hesitation. There were other participants that brought much smaller extinguishers, but none were used as the 2.5 lb. extinguishers was able to get the fire out. The smaller ones others had would not have had enough powder to extinguish the fire and one of the containers did not discharge at all (it fell apart in the users' hands, as I recall).

If you have an extinguisher, review its manufacture date and adhere to factory-recommended policies for care, maintenance and, if necessary, disposal. Not only I will be adding a fire extinguisher in my daily drivers and my classics, but, as a safety precaution, I will also be adding a fire blanket. This would have been handy in the latest event to prevent body injury when opening the hot hood of the car.



[I've also had one of my cars catch fire – a Jaguar XJ-S V12 on which of the two coils failed, sending unburned gas through one of the catalytic converters. When I pulled over, the hot "cat" caught the grass under the car on fire. I was very thankful I had an extinguisher.-Ed.]

Weak and Rusty

Michael King, Editor

Christmas List

Amy Grant, a singer who's had success in both popular and Christian music, released a song in 1992 written by David Foster (music) and Linda Thompson-Jenner (lyrics) called "Grown-Up Christmas List." It's since been covered by many other artists. The premise of the song is that with the passage of time, childhood desires for packages and bows have been superseded by more noble wishes, such the end of wars, friendship for all, and everlasting love.

This is all well and good, and reflects desires for which we all should hope. But, if I might be more banal, the British car hobbyist might have a few more wishes on his or her list, to wit:

Smoke that stays in the wires. Admittedly, some of the horror stories about British car wiring are slightly hyperbolic, but behind them lies an unrelenting truth: Old wiring can be fickle. Rust can interfere with grounds. Incandescent bulbs really are dim. May the ghosts of Joseph Lucas past, present and future not haunt you this year!

Manageable oil leaks. Far be it from me to wish for the end of all oil leaks, which likely is impossible for almost any car built before about 1980. But for goodness' sake, do we have to have our garage floors or driveways constantly showered with petroleum products? Here's to gaskets and seals that actually work!

Lazier tin worms. I get it. Our climate is humid and we get a lot of rain, and some of us live near the beach. All these factors do not mix well with old mild steel. (At least we don't have salt on our roads.). But rust is the major enemy of the old car owner. May its progression be slower.

Sedentary tools. We all know about the March of the Half-Inch Sockets (or 10mm, if your car is newer). Just when we need it, that indispensable wrench has once again walked off. Here's hoping all the tools in your toolbox stay right where they're supposed to be.

Great service from the parts houses. One of the larger vendors of aftermarket spares has been catching a lot of ire on the forums for poor service, low quality, and expensive, slow shipping, but they are not the only parts-monger with issues. To be fair, some of these problems are caused by other factors (e.g., tariffs), but I'm pinning for a 2026 where we can get what we need, when we need it, with fewer hassles.

No conflagrations. Please reference **Mac McNamara's** excellent article on p. 12. Fire extinguishers are essential. Even if you never have to use one.

Expert advice. Anyone ever make a dumb mistake? Anyone ever make a dumb mistake because of bad counsel? Please let all of us be blessed with persons wiser than ourselves who can help us fix, restore, or maintain our cars the right way!

Time and resources. Jim Croce said "there never seems to enough time to do the things you want to do once you find them." I might add in our hobby that I wish I could save both time and money in a bottle.

The support of a great car club. A group of like-minded individuals who share your weakness for old British motors would be fabulous. What if that group organized activities, including a car show, and offered knowledgeable folks to help you? What if you could form lasting friendships with people in such a group? *Well, this last wish, has, in fact, come true!* So, as we wrap up 2025, be thankful for your British car club, and look forward to making it even better. in 2026.

Merry Christmas!



British Car Festival 2025

The Morgan Motor Company

celebrating

Thank you, Sponsors!



Butler
Hempstead
Marine



Cracked Nut
Society



Friend of
SABCC

Glenn's MG &



British Car Repair



Leonard
Smart



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

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

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. \$2600 or best offer.

Monica Bachmann

(850) 217-1765 (call or text)



1959 MGA

For sale in Daphne, Ala. "as is" for \$15,500 (FIRM). Needs transmission; perfect candidate for a 5-speed conversion. Current MGA transmission with MGB overdrive does not shift. Car was owned by **Mike Darby**, who owned and operated a British car restoration shop for many years. It has a rebuilt motor with aluminum head – 1800cc MGB motor (18GA-3 bearing). NO miles on the engine since rebuild. Other features include alternator conversion, Wasp high-torque starter, and aluminum head. Newer, radial tires, Classic All Season 165-80R15 (date code: 38-19) fitted to powder-coated spoke wheels. All chrome is good, car has no rust, and paint finish is very good showing no imperfections. Good cooling, brakes, and suspension. Clutch is new as is throw out bearing, etc. Nice interior, all instruments work, soft top in good condition as is tonneau cover (both beige/tan to match interior).

Noel Eagleson

251-421-3896

noeleagleson@gmail.com



1979 MGB Limited Edition

Car has been stripped and painted, new luggage rack fitted, new windshield seals installed, and exterior chrome polished, replaced, or replated. Complete new interior installed. Engine stripped to bare block, cleaned, bored.0.060 over with reground cam, new lifters, pistons, bearings, seals and gaskets. Head fully serviced. SU HS4 carbs, rebuilt gearbox with LH overdrive. New wheel bearings, king pins, and bushings, Tube shock conversion in front. Brakes overhauled. New battery in Oct. 2024. LED bulbs fitted. Only issues are non-functioning fuel gauge and minor fender damage from a tire blowout. Car has been driven 5,000 miles since rebuild; starts easily and drives beautifully. \$9,500 obo.

Lawrie Alexander

530-798-1933



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 . . .



Borrowed from the Facebook page of the Idaho British Car Club.



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.***