

Spark & Spanner

The Official
Publication of
the South
Alabama British
Car Club

August 2025



From the President

Ben Cummings

Off the Deep End?

I regret to inform you that the president of the South Alabama British Car Club has lost his mind. Someone may have to organize an intervention. He has just purchased his thirteenth car. Something is wrong with him. Someone please help him. Soon.

Oh, that's me I'm talking about. Disregard the first paragraph. I'm fine. There is nothing wrong with owning thirteen British cars. In fact, I'm on a mission to save all the British cars from the scrap heap. I know I can do it. But there's just one problem.

Where to keep the cars. I have one at my mother's house, four at my daughter's house, one at Dauphin Island, three in a barn in Monroe County, and four in my garage. That's thirteen, right? Or did I lose count?

I'm asked what my wife thinks about this. She tells me that she doesn't mind because it keeps me occupied and it's better than me having a girlfriend. A girlfriend? Who needs one? The cars are my girlfriends. I've personified them and named them. I have Hermione, Little Sprite, Rustie, and Racie. I could say they are the best girlfriends a guy could want. They don't talk back, they don't mind me tinkering with them under the hood, and they give me hours of pleasure.

Thirteen cars sounds nice to me. Some may consider thirteen an unlucky number, but not to me. Thirteen has always been my special number. I was born on a Friday the Thirteenth, a day that many dread. But I relish the day. It is my



That bonnet is not exactly kosher.

special day. Thirteen is my number, my lucky number. So, why not have thirteen cars? Twelve is too few. Thirteen is just right. And Fourteen may even be better. No. Now wait a minute. Fourteen cars? That doesn't sound right. I'll stick with thirteen.

My latest acquisition is a 1962 square body Sprite with a Bugeye bonnet. She is a "not right" Sprite. So, I'm calling her Sprong, because she is a wrong Sprite. Maybe not the prettiest name for a new girl. She's a little quirky. So, a quirky girl gets a quirky name.

With the help of **Pierre Fontana**, I'm making good progress on the engine. I may even have her running in a couple of weeks. The wiring is a mess, so I think a new wiring harness is necessary. Then it's the brakes and clutch hydraulics and it will be ready for the show. What class should **Michael** put me in? Is there a class for Sprongs? Maybe restoration class would be appropriate [Yes, *that works – with those flames, be glad we don't have a "Classless" class-Ed.*].

So, you see, I'm not so crazy.

Ben

Ben Cummings is the president of SABCC



SABCC Club Officers

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VP-Membership	Rick Black
Secretary	Peter Lee
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Member at Large	Dick Bishop
Member at Large	Don Blosser
Member at Large	Tom Renick
Member at Large	Frank Stabler
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Newsletter Editor	Michael King

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Membership in SABCC is open to anyone with an interest in classic or modern British cars, and dues are only \$20 per year [*Inflation? 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



August 12, 2025

BCF Planning Meeting

Pier House, 5872 Battleship Pkwy, Spanish Fort, 36527 – 6:00 to eat and 7:00 to meet.

August 26, 2025

Monthly Club Meeting

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

September 9, 2025

BCF Planning Meeting

Pier House, 5872 Battleship Pkwy, Spanish Fort, 36527 – 6:00 to eat and 7:00 to meet.

September 23, 2025

Monthly Club Meeting

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

August 2025

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

September 2025

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

Sparks

Club and Member News

Pig Roast 2025

photos by Gail Sanders

The Tri-Club Pig Roast, hosted each July by **Tom Schmitz** at his home on Soldier Creek in south Baldwin County, Ala., is a longstanding tradition for the PBCA, the South Alabama Brit-



Above, setting up a canopy; below, SABCC's Andrea Bertagnolli with her Jaguar XJ8 Vanden Plas among the British car parking



ish Car Club, and the Fairhope, Ala.-based Mardi Gras MG Club. More than seventy guests joined this years' festivities, supplying appetizers, sides, and desserts to accompany the main course, furnished by PBCA. Guests who arrived in British cars had preferred parking, creating a mini-car show on the front lawn. On this and the next page, we highlight scenes from the event, and a special competition.



Top, pulling pork; middle, Donna Eagleson unveils a dish; bottom, spreading out the spread.

Pig Roast Valve Cover Submarine Event

*story by Paul Reese, PBCA,
photos by Gail Sanders*

The First (and by popular demand Last) Valve Cover Sinking Event was held during the annual Pig Roast get together. There were only three persons willing to risk all for glory, and the possibility of a Subway gift certificate, which did not happen. Regardless, "Depth Charge" was entered by **Eddie Toenes**. **Tom Schmitz** had two entries, 'Big Red' and "Fast Red," and lastly Paul Reese's "Valvoline Valdez." Our sinker cover retriever swimmer, Eamon Tilford, was standing by.



In the first round, "Depth Charge" was first up and Eddie, as considerate as always, used pipe insulation to buffer any direct valve cover contact with Tom's pool. Unfortunately, this caused his valve cover to float. Tom was up next and "Big Red," a stock previous Valve Cover Derby entry, did an impressive cannonball to the bottom. Next, in an unparalleled, never to be replicated feat, Tom landed "Fast Red," a former, before-weight-limits Derby entry, right on top of Big Red! The crowd was impressed. Lastly, Paul's "Valvoline Valdez" was launched and . . . the cover glided into the pool and proceeded to roll on the bottom to the deepest part of the pool, much to the consternation of our intrepid cover-retriever swimmer.

All then witnessed the death-defying exploits of our fearless Aquaman to retrieve the covers. Everyone was breathless, especially Eamon. The second round saw "Depth Charge," without pipe insulation, launched. It ran true like a torpedo but did not roll to the deep end. Tom's entries again sank like . . . well, weighted valve covers. The "Valvoline Valdez" was launched, but was intercepted by our swimmer who wisely chose to retrieve it before it rolled into the deep end again.



For the third round, a valiant effort was made to modify "Depth Charge", but to no avail. Tom conceded the third round and Paul sunk to an incredible victory.

Results:

First - Valvoline Valdez

Second - Depth Charge

Third - Big Red

Fourth - Fast Red

The event would like to acknowledge:

- Eddie Toenes for bringing the valve cover ramp and John Stephens for ramp setup.
- Tom Schmitz for graciously and ill-advisedly allowing the use of his pool.
- Joe and Terri Stephens for allowing their grandson, Eamon Tilford, to retrieve the valve covers.
- Eamon for his valiant and successful efforts to retrieve all the sunken covers.

RoverBall 2025

story and photos by Charles Bell

What do you get when you get 12 Land Rover owners who have watched *The Cannonball Run*? You get an epic adventure traveling across this beautiful country of ours. That's exactly what happened with RoverBall 2025 [held June 21-28-Ed.]. But this being with Land Rovers, old and new, we were not going to be breaking any speed records. This was not a race, just an adventure.



Outside the Red Ball Garage

The RoverBall is the brainchild of Justin Monnin of Lucky8 LLC, which is a Land Rover parts and



Joliet Prison

accessories company based near Buffalo, New York. Justin wanted to prove that a properly maintained Land Rover could make an epic cross-country trip without failure.



Nebraska beaches at Lake McConaughy

The trip began with a lap around Times Square followed by a stop at the Red Ball Garage, the official starting point of the famous Cannonball. On our way west we stopped at several amazing points of interest. Our first visit was to the famous Joliet prison in Illinois, as per *The Blues Brothers*. Next stop was the beaches in Nebraska (yes, beaches in Nebraska) at Lake McConaughy for our campsite. It was an interesting evening with a lightning storm and high winds moving in. We all slept like babies that night.



Monument Valley

We continued to Grand Junction, Colorado to meet up with Camel Trophy legend Bill Burke,

(story continues next page)

RoverBall 2025, continued

and moved on to a drive through Moab, Utah on the Scenic Long Trail. This was my first time to visit Moab. It is a Land Rover playground. I can't wait to visit again. After spending the night in Moab, we stopped at Monument Valley where Forrest Gump decided to finally stop running. The vistas were stunning. We then visited Mr. D's Route 66 Diner for a quick lunch. Once we had our lunch it was time for our final push to our finish line at the famous Portofino Marina and Hotel, the official finish line for the Cannonball and the RoverBall.

We all made it, well mostly. We started with 12 Rovers, including two Freelanders. Unfortunately, one of the Freelanders didn't finish. But in true Land Rover community fashion, one of our Rover friends loaned him a 1995 Defender 90 for the remainder of the trip. To me, that's an upgrade.



At the Portofino finish line

In all, my 2014 Land Rover LR4 XXV Edition traveled about 6,200 miles round trip. I left from Mobile, AL, met the rest of the group in New York, made the RoverBall trip to California, the drove home with stops in Tombstone, Ariz. and San Antonio, Tex. before arriving home in just eight days. I was exhausted but it was an absolutely epic adventure.

Charles Bell is a member of SABCC and the president of the Gulf Coast Land Rover Club.

Auction Roundup: Have a RoverBall!

Here are some recent Rover sales to inspire you for 2026.

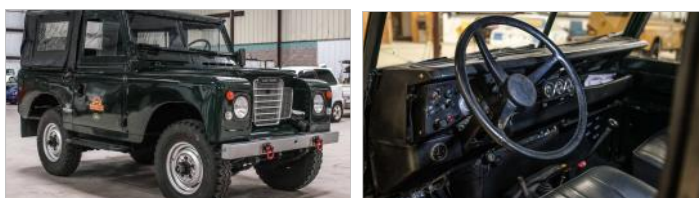
2013 Range Rover Sport HSE Luxury



Sold for \$15,500 on Bring a Trailer

Finished in black over tan, this Range Rover had just 67k miles and no faults or issues were noted. It's powered by the five-liter V8, with 375 horsepower.

1977 Land Rover Santana 88



Sold for \$10,000 on Cars and Bids

Fitted with a 2,250cc inline 4, a 4-speed transmission, and a 2-speed transfer case, this green over black truck was built in Spain for the South American market.

2012 Land Rover LR4 HSE



Sold for \$19,845 on Hemmings

With just 62k miles and in "excellent" condition, this LR4, like the Range Rover above, has the 5.0-liter V8. Ebony leather trims this well-equipped Fuji White SUV.

2002 Land Rover Freelander



Sold for \$4,625 on Cars and Bids

Slightly maligned in the RoverBall article, the Freelander is an inexpensive way to enter next year's trek. This one had some minor flaws but was in good running order.

Cars and Coffee

story and photo by Ben Cummings

In the early morning of Saturday, August 9, members of the club met in the parking lot of PJ's Coffee in Spanish Fort for a pre-gathering before caravanning to the Cars and Coffee event in the Spanish Fort Town Center. PJ's was quite busy at 7:30 in the morning. It was a long line to get a coffee. At a few minutes to eight we all hopped into our LBC's and drove a short distance to the show.

Of course, our intent was to make a scene. And that we did. Before finding the perfect spot for us to all park together our parade leader, **Michael Bertagnoli**, escorted us through the parking lot so that all could see our cars. The British car section attracted attention. We spoke to many British car enthusiasts, and one fella even asked where he could buy one.

The weather was pleasant. Several people commented that it *almost* felt like Fall. The mild weather contributed to an enjoyable morning.

The Cars and Coffee event only lasts two hours, so by ten o'clock we were all heading home. In that two-hour time span one could see hundreds of different cars. But the best cars were the British cars.



The British invasion at Cars and Coffee in Spanish Fort, Ala..

A Note from Tim Garrold

Dear friends, thank you all for the camaraderie, technical assistance, and personal support during my too-brief time in Pensacola. **Vicky** and I have settled in Melbourne, and have located the local MG club right here in town.

PBCA and SABCC are both truly superb groups of wonderful people and we consider ourselves fortunate indeed to have had the opportunity to share in some splendid events and gatherings. Although we knew that our time in Pensacola would be brief, it is nonetheless very difficult to say farewell to such good friends; so I won't. I will maintain my memberships in both clubs and intend to show up from time to time. I might even stuff Maggie [1939 MG TA] in her trailer and compete for a "distance traveled" award [*we look forward to that-Ed.*].



Tim Garrold arrives in Maggie at PBCA's Brits by the Bay 2025.

Thank you all again for welcoming us and for your wonderful friendship. I'm truly hoping that the club here is as wonderful as both PBCA and SABCC.

With great affection, warmest regards, and deepest respect,

Tim Garrold

Spannering

Tech, Repair, Restoration

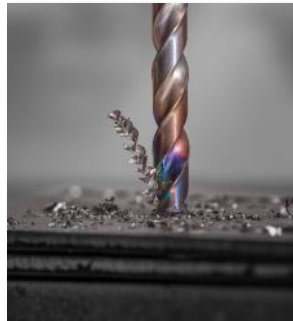


SHOP TALK: Drill Bits

story by Fred Veenschoten

I'm sure all of you have dull drill bits and have broken drill bits. I sure have done both in the past but not so much anymore. I'll cover some basic principals of drilling with respect to drill diameter and material being drilled.

To start, let's look at speed. How fast, or slow, should you spin a drill? This applies to hand drill motors and drill presses as well as milling cutters and turning bar stock in the lathe. The principles are the same for all uses.



This is all based on cutting speed or how fast a cutting tool can be dragged through a piece of metal. This is measured in feet per minute. The following chart shows the large differences in materials.

STAINLESS STEEL: 50 ft./min

CAST IRON: 50 ft/min

BRONZE: 60 ft./min

STEEL: 100 ft./min

BRASS/ ALUMINUM: 300 ft./min

Now we have to convert that number into RPM vs cutter diameter. This is so simple.

$$\text{RPM} = \frac{4 \times \text{cutting speed}}{\text{diameter}}$$

This the maximum rpm allowed. You can always run slower.

For example, using a 1/4" drill bit and steel

plate, the RPM will be 4 times 100 = 400, and 400 divided by 0.250" = 1600 rpm. Now look at your hand drill to see what the maximum RPM is.

You will probably find most battery drill motors will turn 800 RPM. A plug-in drill can easily go up to 2800 RPM, so you want to run your plug-in drill at about one half it's top speed for a 1/4" drill bit in steel plate. Run it faster than that, and you will overheat the drill and dull it very quickly.

Now let's look at a 1/8" drill bit. You do the math. You should come up with 3200 RPM, so you can run the drill at full speed without damage. Do the math for a 3/8" drill bit in cast iron. I got 533 RPM. This is where you have to be very careful. Even a battery- operated hand drill will run at twice the maximum speed allowed.

Now look at aluminum with a 3/8" drill bit. Hmm, 3200 RPM, but a 1/8" drill bit would be 4800 RPM, so running it at full speed with whatever you have, you won't damage your drill.

Finally, we look at the drill press, milling machine, and lathe. Each of these machines will have a chart that tells you the spindle RPM with the drive belt in various positions with respect to the step pulleys. Now, if you have a 3" diameter piece of steel in the lathe chuck, work out the RPM. If you have carbide cutting tools, you can run 3 times faster than needed with high speed steel cutters. The same applies with milling cutter diameters.

I hope you will try these numbers the next time you drill something. You might be amazed at the results.

Fred Veenschoten is a member of both SABCC and PBCA, and in his spare time builds scale model steam locomotives from scratch.

Working on the Darby "A"

photos by Donna Eagleson

Mike and **Nancy Darby** are dealing with health issues that have required them to be placed in a senior living facility, and **Noel** and **Donna Eagleson**, along with many other SABCC and PBCA members, have provided invaluable assistance through this transition. Now, Noel is coordinating work on Mike's beloved 1959 MGA Roadster to prepare it for its next stage. Recently, David Briggs, with help from **Marvin Kampenga** and Noel, removed the engine and transmission in just one hour and 45 minutes! We will provide updates on the car in future newsletters.



Above, David works inside the car; below, Noel, David, and Marvin with the removed drivetrain.



Weak and Rusty

Michael King, Editor

This issue of "Spark & Spanner" is surprisingly full considering we are in the summer months, meaning fewer car shows. I guess that means our club is staying busy, which is a good thing. So, I'll cut my column to half its usual length, no doubt a relief for you who read my ramblings.

Last month, I eschewed my column entirely to write about my "carport find," a 1967 MGB. I wish I had lots of photos to share with you of my progress, but life keeps getting in the way. I have been ordering parts, however. To date, I have on hand a box of assorted bits, a console, and a set of wiper arms and blades from a gent in The Villages who's apparently liquidating his extra stock. I today received a box of bits from Canada, and I've ordered my interior and top. The top is from a supplier in the UK, and the interior kit from a seller in Connecticut who sources them from the UK. As I hinted last month, everything will be in dark blue.

I've also been working on the first part I bought, a vintage Florida license plate. Both Florida and Alabama allow the use of Year of Manufacture plates if the car is old enough. I found a plate on eBay and I'm putting in back to its original scheme of white letters on black. The fun part of this particular plate is that in Florida's old numbering system, "9" was Escambia County and "D" was the weight class for less than 2500 lbs. I'd like to think this was on a new '67 MGB in Pensacola back in the day.



More to come . . . soon, I hope.

Spare Parts

The Innovative Imp

story and pictures by Rodney McDonald

Quick - name a small car with its engine in the back that sold hundreds of thousands. Oh, and it's British. Give up? It would be the Hillman Imp and its badge-engineered cousins.

Here in the US of A we got very few of the rear engine family of cars built by the Rootes Group, even though for a time they were part of the Chrysler empire. Chrysler chose to import French-built SIMCAs as their primary Beetle fighter. Later, Chrysler would raid the Rootes cupboard for another small car to sell in the US in the form of the Plymouth Cricket.

But back to the Imp. The product planners at Rootes knew the same things that the gentlemen did who were designing the Mini at BMC: that there was a big opportunity to sell a small family car that delivered good fuel economy, could seat four and be inexpensive to produce. Thus, was born Project Apex.



Hillman Imp

Rootes chose a rear engine layout after extensively testing a Chevrolet Corvair. However, they saw early on that the swing axle setup on

the Chevy was not the way to go so they adopted a more complex (and expensive) semi trailing arm design which would eliminate several weaknesses of swing axle rear suspension.

The 875cc four-cylinder engine was a derivative of a Coventry Climax unit – the FWMA fire pump engine. The all aluminum, overhead cam unit was lighter than anything made from cast iron and it was canted over at a 45 degree angle for better space utilization as well as lowering the center of gravity.

Imp production started in 1963 in a newly-built assembly plant near Glasgow and like most new models, they had their share of teething pains. Both the automatic choke and innovative pneumatic throttle proved troublesome and were dropped in later models.

The Imp gave buyers a lot of versatility with its large front boot and the opening rear glass. Other body styles followed that included a delivery van and estate car. The Commer Imp delivery van and Hillman Husky wagon versions were dropped in 1970.



Sunbeam Stiletto, a coupe version of the Imp platform

A coupe version of the Imp was brought to market in 1965, and it was a rather attractive car. Badged as a Hillman Californian, Sunbeam Stiletto and Singer Chamois, they brought a bit of dash to an otherwise staid design.

(story continues next page)

Innovative Imp, continued

In all, the Imp and all its variants sold less than 450,000 units over a 13-year run. Compare that to the 5.5 million Minis (and their derivatives) built, and we can see why Imps are rare sights on American roads.



Above, Commer Imp delivery van; below, vintage advert (via Pinterest)

THE HISTORY MAKING **HILLMAN IMP**

AN INSPIRATION IN LIGHT CAR DESIGN

HILLMAN 'IMP' MAKES MOTORING HISTORY WITH DESIGN, STYLING AND ENGINEERING FEATURES THAT OUTCLASS ANYTHING IN ITS FIELD

POWER? Lots of it — from a rear-mounted aluminium die-cast overhead camshaft engine, 875 c.c. giving 42 b.h.p. and a comfortable 75 m.p.h. ("Autocar").

MAINTENANCE? Money-saving... no greasing points... routine service once every 5,000 miles, slashes upkeep costs.

RIDE? Smooth — independent suspension all round.

PERFORMANCE? Spectacular. **ACCELERATION?** History making 0-50 m.p.h. in 14.9 secs. ("Motor").

ROOMINESS? Station wagon versatility, carries four with room to spare, loads of luggage space.

The Imp scores an economy too with 50 m.p.g. at 50 m.p.h. ("Autocar").

ROOMIEST, HIGHEST PERFORMANCE, GREATEST VALUE OF ALL AT

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THE CAR THAT MAKES MOTORING HISTORY

HILLMAN IMP

ROUTES GROUP DEALERS

SALES AND SERVICE BY OVER 400 ROUTES GROUP DEALERS THROUGHOUT AUSTRALIA

68 WHEELS, April, 1964

The Proper Way to Purchase a Jaguar XKR

story and photos by Bob Manske

It's good to have a friend like **Tom Schmitz** who collects British cars. It's even better when he has a nice outdoor shooting range sharing acreage with two large buildings where many of his cars are stored. So, when my visiting grandson Nathaniel accompanied me to our Thursday Cars & Cigars get together and asked if we could do some target practice, it was no surprise that Tom invited us to come to "the hut" and put lots of small .22 caliber holes in a variety of targets.

Tom then turned to me and asked if I still had my 2012 Jaguar XKR and was it still for sale. I replied that I had a very interested out of state buyer, but no money yet. He then asked if I could bring the Jag to the range because he'd like to take it for a test drive to see if he wanted to buy it.



Tom Schmitz takes ownership of Bob's XKR at Bob's garage in Milton, Fla.

story continues next page

Purchasing an XKR, continued

Tom turned 90 years old in July. OK, so he wants to take the car for a drive. What could possibly go wrong?



Tom Schmitz heads out in his new ride; his XK coupe is in the background.

On Friday, August 1st, we arrived at the range and car collection at the appointed time and my grandson enjoyed every minute of admiring the cars while Tom gave an interesting short history about many of the old classics. We decided to let Nathaniel brave the Alabama heat and enjoy some target practice while Tom and I went for the "test drive." Tom slid into the driver's seat and we slowly drove to Old County Road 95 where he turned south and proceeded at a very moderate pace as he got a feel for the car. It was a beautiful day and the exhaust note was amazing as he gave it a bit more gas. Then he changed into Stirling Moss.

It's absolutely true that you can "Chirp the tires" on the R series Jaguars while going 40 MPH. While pressed back into the seat I heard the tires break free and saw the red warning light pop up on the instrument panel letting us know the tires momentarily lost traction. Phone poles went by like a picket fence as the 510hp roadster gobbled up miles of country roads. Tom was grinning like a crazy person as he flew through curves hitting each apex perfectly and accelerating hard into the straights. Somehow we were then on Barber Parkway where he said that he believed the car was faster than his corvette. There is a traffic circle on Barber Parkway. He slowed down to 50 mph . . . and entered the circle. I could no longer see the speedometer because my head was pressed against the passenger window. Somewhere a 90 year old voice said "I really like this car" as we roared out of the circle of death and onto a straight section of road.

2013 Jaguar XKR Specifications

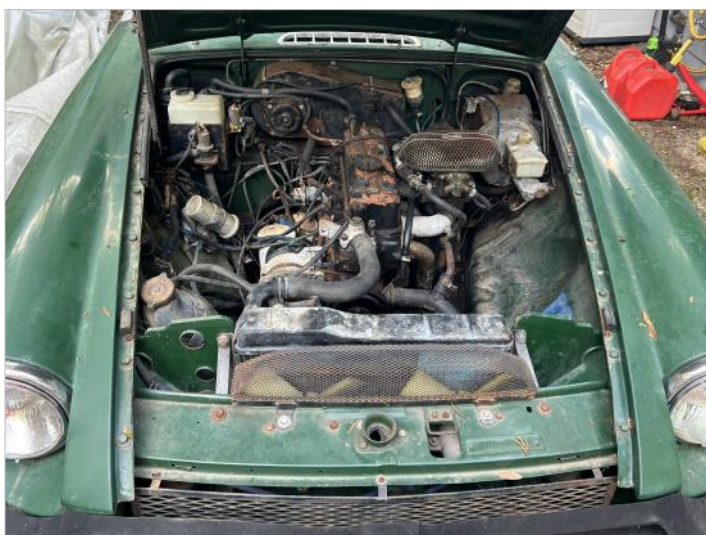
Engine	5000cc (305ci) DOHC 32-valve V8, super-charged, 510 hp, 461 lb.-ft torque
Transmission	6-speed ZF automatic, electronically controlled, with paddle shifters
Performance	0-60 4.6 sec., 1/4 mile 12.2 sec. @ 114 mph, top speed 155 (elec. limited)

The drive back to the Hut was fast, but more comfortable. I've put about 30,000 miles on that car, but never did a traffic circle at 50 mph. There is no way I could have kept up with him in the twisties and through that crazy traffic circle. Tom later said that he has driven those roads many times in lots of different cars including his Z51-packaged corvette. Still, I have known him for many happy years and never knew he could drive like that!

Of course he bought the car.

Classifieds

1980 MGB



Non-running 1980 MGB for sale in the Niceville area. The seller was given the car by an uncle, who had purchased the car new. It was parked in a climate controlled garage since 1997. Odometer appears to show 94K miles. Asking \$2,250.

Ryne Davis

(850) 384-3067; Ryne.davis02@gmail.com

1960 Morris Minor 1000 Tourer



First place in the Small Sedan class at the PBCA show some years ago. Selling due to death of owner (seller's father). Spares included. \$17,000.

Steve McCain

202-821-8753

steve.mccain1980@gmail.com

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

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. Looking for **\$100,000** (which I was once offered). Serious inquiries only, please!

Bill Cashion
704-500-4843



1971 Triumph GT6 MKIII



I found this car at an estate sale outside of Chicago a couple years ago. It was in a private collection on a lift for 25 years. It's still all original except for the paint and Pertronix ignition. I believe the paint is a Rover color. NO RUST on this car! Runs good. It's a driver, not a concours car. This car is so beautiful that it deserves to live. Asking \$12,700 or best offer to a good home.

Brian Beauchamp
850-685-0140
Beauchamp.brian@yahoo.com

1975 Norton Commando Roadster



Purchased in 1989 and rebuilt engine, valve job, new pistons/rings, seals, bearings clutch, transmission new seals and Superblend bearings, Lucas electronic ignition. Amal carburetors replaced. Engine and transmission do not leak. Wheels rebuilt with stainless steel spokes, brakes rebuilt, disks skimmed, stainless steel braided hoses, stainless steel caliper pistons, Front brake master cylinder re-sleeved for higher pressure stopping power. Many steel parts and fasteners have been replaced with stainless steel. All electrics have either been rebuilt or replaced, everything works as it should. Bike has always been kept in garage and climate controlled. Bike starts easily, runs and looks great. This bike is a rider's bike and not just for showing. Also included, bike cover, clutch removal tool, shop manual and parts catalogue. Dainese full leather riding suit, Euro size 54, Bell full face helmet, motorcycle boots and gloves. \$18,500.

Jack Steinmetz

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1978 MGB



This 1978 MG MGB has been with the seller for over 15 years and is powered by a 1.8 Liter in-line-four engine with a four-speed manual transmission. Features include a AM/FM/cassette stereo, a luggage rack. Repainted in original white and equipped with a new black vinyl convertible top over a black vinyl/leather interior, this garage kept, rust free California car, MGB is available now and comes with a car cover, receipts, vehicle documentation, owner's and shop manuals, a box of additional parts. Clear Alabama registration in the seller's name. A set of 175/70 Pirelli radial tires mounted on 14-inch MiniLite wheels with chrome center caps. The bucket seats/head rests, steering wheel, gear shift boot and center arm rest are covered in leather. All gauges work; rolled-over odometer reads 03520 miles. Recent service includes fluid change and tune-up. Best in class at 2023 SABCC show. \$7000.

Jack Steinmetz

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2024 British Car Festival



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The saying goes, "nothing is more expensive than a cheap luxury car." **Ron Wolverton** spotted this Bentley on a trailer at Cottage Hill Rd. and University Blvd. in Mobile. The owner said it belonged to his father in Texas. We hope it does not need much repair, but even replacing that broken rear window probably won't be cheap.

Spark & Spanner



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