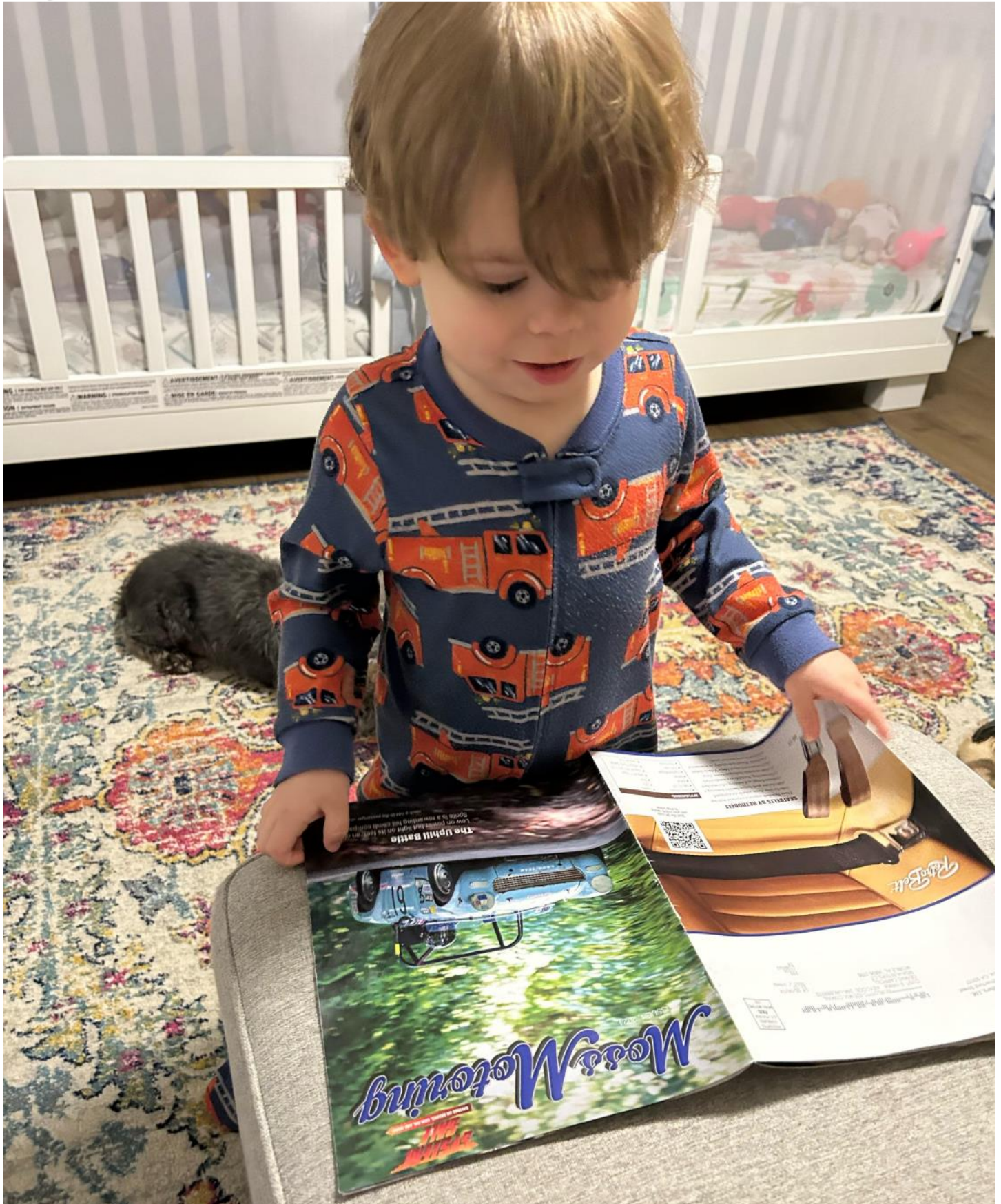


Spark & Spanner

July 2024

The Official
Publication of
the South
Alabama British
Car Club



From the President

Ben Cummings

As I type this letter my family and I are recovering from some extra fun Fourth of July celebrations. For the past 25 years my family, in conjunction with the next-door neighbors, has organized a children's patriotic parade in Point Clear, Alabama. At 11 o'clock the flag is raised on a slightly tilted flagpole in the front yard (the yard that faces the water) and everyone says the pledge of allegiance and sings "God Bless America" while pelicans fly overhead and the breeze from the bay eases the heat of a blazing sun. Then the children hop on their bikes or tri-cycles and the little ones are pulled in decorated wagons and down the boardwalk they go. The children's parade is not a long route because about ten houses down a family serves blue and red snow cones. The parade abruptly stops at the snow cone stand. The children return to the start of the parade with red or blue lips, but their appetites are not satisfied as they eagerly await a day of hotdogs and barbeque chicken. Bottle rockets, firecrackers, and Roman candles go off all day long. And kids, both young and old, with dogs amongst them swim in the bay waters, sail in old boats and get pulled on fancy inflatables. Then later in the evening after eating leftover chicken and potato salad and ignoring the question, "This hasn't been out too long, has it?," everyone slowly makes their way to the end of the pier to watch the fireworks up and down the beach and from across the bay. The women say "ooo" and "ahh" and the kids say "cool!." And the men comment on being able to see the fireworks all the way from Dauphin Island. It is a great day and the next day everyone sleeps late.

Several times during the day my passion for



British cars is mentioned and I am asked were does my loyalty lie. "Am I loyal to the Brits or the Yanks?" And then there are chuckles. This year we celebrate 248 years of independence from what is now our closest ally. The South Alabama British Car Club's passion for British cars and all things British, to me, seem highlighted by the question. I do have a sense of loyalty to Britian and the British cars. I love them and have a desire to save the cars from rusting away or destruction from the crusher. Presently, I have eleven cars. Only three of them run. The other eight are protected from the elements and are saved as "future projects." In last month's newsletter I asked, "why do we love British cars?." Each person has their own answer and I'm not sure I have a real answer why I do. But I do.

So, one day a year we celebrate our nation's independence, but every day we drive a British car we honor the nation from which we came. So, next year drive your little British car on the Fourth of July. Be proud of your nation and pay respects to the nation that produced the cars we love.

Safety Fast,

Ben

On the cover: British car enthusiast Jack Carrol told his dad, Seth, that *Moss Motoring* is his favorite bedtime book. Jack is the grandson of SABCC members **Dennis** and **Donna Carroll**.

SABCC Club Officers

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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? Not here! Well, at least until 2025, perhaps-Ed.*].

British Car Festival is Supported by



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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



July 21, 2024

Tri-Club Pig Roast

Held at **Tom Schmitz's** home on Soldier Creek (9609 Soldier's Creek Dr, Lillian, AL, 36549), the event starts at noon and the "guest of honor" usually arrives about 1:30. Bring a side or dessert to share and whatever you like to drink.

July 23, 2024

Monthly Club Meeting

Don Carlos Restaurant, 29699 AL-181, Daphne — 6:00 to eat and 7:00 to meet. As is our longstanding tradition, you will get the bill for your meal.

August 27, 2024

Monthly Club Meeting

Your guess is correct: Don Carlos Restaurant, 29699 AL-181, Daphne — 6:00 to eat and 7:00 to meet. And, you sill pay for what you eat..

Hold the Date

- [Dillard, Ga. Show](#): Sep. 12—15, 2024
- [British Car Festival](#): Oct. 18 and 19, 2024: Please see page 12 for more details and links to the registration and sponsorship forms; we are accepting both NOW.

July 2024

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

August 2024

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

Sparks

Club and Member News

Baldwin Loop Rally

*story by Max Menaker
photos courtesy the author*

On June 29, members of the club along with enthusiasts at large gathered for coffee and fellowship on what seemed to be a questionable weather day. Luckily for us it held off. We met at Fairhope Coffee in downtown Fairhope, Ala. with a handful of LBC's. Fairhope Coffee has always been a local haven for car and motorcycle lovers. The coffee alone is worth the stop. A few local enthusiasts came out to see what the club had to offer, as well as those behind the coffee bar.



Fairhope Coffee

The route was made short with a few stops considering the heat. A fun stop was the Foley Coin Shop which graciously let us use their bathrooms (and their air conditioning) while we perused their wares. They always have had a small but unique used watch collection and of course other rare collectables. At this point the



*Checking out **Bob Zabzdyr's** London Taxi*

heat had risen and lunch was fast approaching.

The few cars that braved the weather until the end gathered at Sunset Pointe for a lovely lunch and camaraderie. The "Rally" proved to be a success despite the impending rain and scorching heat. I am happy to say that we didn't see a single breakdown, at least while we were all together, which is impressive. I look forward to the next one, likely after the summer has receded a bit.



Black seats shielded against the hot sun

The Reserve Grand Opening

photos courtesy Donna Eagleson

SABCC and MGMG were invited to display cars at the grand opening of The Reserve at Fairhope, June 13. Seventeen Brits were on site!



Top, Bill Cashion's Jaguar XK120, Tom Schmitz's MGTF 1500, and Stewart Reisinger's MGB GT; middle, Stewart checks out Don Pritchett's Morris Special; bottom, Jon Gosnell's TR6 and Chuck Wimberly's Bugeye Sprite.

Top, Tom Renick and Noel Eagleson enjoy the eats; middle, Jerry Hall's Lotus Elan and Noel with Brian King's MGB; bottom, Jack Steinmetz's E-Type, Andrea Bertagnoli's MGB, Tom Renick's Tiger, and Lyman Dykes' Bugeye Sprite.

Ed thanks Dick Bishop for his very helpful list of participants and their cars.

A Westward Adventure

story and photos by Max Menaker

Few opportunities arise for one to take a truly epic adventure. Even fewer when you have the time. Plus, not many are able to recognize when to say yes. Luckily for us the stars aligned.



A few weeks ago I got a text message that my parents just found a vehicle they have been wanting for a while. My dad sent me the auction listing and to my surprise I noticed that it was won by them. Soon after, my mom was telling the both of us we have to go pick it up in Los Angeles, CA. As my dad said, “we have the equipment, we have the time, the tools, the know how, and the desire. Let’s experiment.” While British cars aren’t involved in this journey, I love that two pieces of equipment from our club happened to be the main players: **Mike Darby’s** 2004 Chevy Silverado work truck and **Dave Roloson’s** 16-ft. car hauler. Both are about 20 years in age, and both had recent heavy work to build a rig capable of an event like this.

Many times I was charmed by both. The only issue with the trailer was the front hubs coming off from a lack of torque in Shreveport, La. early in the trip. We found a Cajun trailer mechanic who set us straight in minutes and off we went.

Soon after we passed those historic tornado-infested storms that hit Dallas and remained unscathed by sheer luck. The next day is when we learned a lesson – when climbing at elevation more than a mile above sea level, bring two extra cylinders. The night’s rest in Albuquerque was worth it though.

By the time we reached the southwest, I was stunned. I never have been to that part of the country minus a Boy Scout hiking trip when I was about 15. To see so much of it was incredible. The local pueblos, and standing on the corner in Winslow, Arizona. And all of a sudden exiting a vast brown desert to see a lush pine forest out of nowhere in Flagstaff. The scenery was breathtaking.



Before arriving on day five, we decided to veer a tad off course from Waze’s suggestion and cut through the Mojave Desert to see Joshua Tree before LA. Epic scenery. Just vast expanses of mountains and sand and literal tumbleweeds. Our mistake there was not paying attention to the “Soft Shoulders” sign, and, despite bringing a cooler, dehydration. We pulled off, and dug out the rear wheels, trailer attached. Barely a soul around. Luckily the desert environment truck took it and got us back on our feet. Another lesson is if you do this, bring Four Wheel Drive.

(story continues next page)

A Westward Adventure, continued

After picking up the car in question, a 1993 Honda Acty from Japan, which is a Japanese-specific mini truck with 38 horsepower, 4wd, a 5-speed manual, right hand drive, and modified a bit, we spent some time having fun. Then to Ojai, California to visit with family friends and where the Chevy received an oil change to be safe. By then we realized the 10-ft. Honda left us 6ft of trailer for more goodies, but not many cars fall that short. Especially the beautiful Bentley Turbo RL we saw at the mechanic. Another lesson learned was bring a bigger boat...I mean trailer.



By the return trip on the southern I-10 route, we have a lot of things dialed in. Tire pressures was my favorite, specific fuel additives, using Waze and Google maps on the upgraded screen in the Chevy's dash plus my dad's iPad, snacks, meal times, hydration, etc. We were chugging along an average of 60-65 depending on the hills and by west Texas we were commenting on how fabulous both the truck and trailer have been. Then we encountered a scare. The truck climbing up sputtered out. We were dead on the side of the road. An hour outside Ft. Stockton, Texas totally alone. We stayed calm, got it alive, limped for that hour and somehow made it to said destination. The fuel pump was dying. Considering we had been using every last drop of the truck's 200hp V6 for thousands of miles we weren't surprised. And, 99,500 miles on the

dash showed us it made sense too. Three days passed trying to find parts in a town of 8,800 people. The mechanic worked through the weekend to get us going. Sunday evening we got a call 10 minutes before they went home that it was ready. At 6:30 a.m. the next day we were on the road.



The next two days we felt so restless with exit syndrome we ended up going longer and farther than any other part of the trip, still at about 60-65 mph, but we both were so over Texas it had to be done. After two days of driving we made it home. 4,664.6 miles driven just as an experiment to see if the concept was possible. Despite some hiccups, it really was. The couch-like seats of the Silverado and its ability to work at its limit across the country and back really impressed me. I bet if the trailer could talk it would ask for more. I know I learned so much from this experience; we both did. Many trials and tribulations to overcome, but the truck and trailer (and even the Honda on occasion) were stellar and allowed us the opportunity to see the country like never before. I now understand why a Chevy truck is called "The Heartbeat of America", and while I don't want to return to Texas anytime soon, I will happily cross it again for the spicy chilis in the southwest. Next time I'll need more horsepower though, but that's just me.

Gotcha!

How Members Acquired Their Cars

What Is It? – My Jaguar XK120

story by *Bill Cashion*

Back in October 2008, I noticed this car advertised in GoodGuys Rod and Custom Association's "Goodtimes Gazette." In late January 2009, I got around to calling about the car, expecting it to already be sold. To my surprise, it was still available. So, Sandra and I took a trip to Petersburg, WV to see what this car was all about. It was much more than I thought and I fell in love at first sight . . . not good for negotiating.



Bill's XK120 at the 2014 SABCC British Car Festival

The 1951 Jaguar had been in the same family for more than 40 years and belonged to the seller's father-in-law. In 1988, the engine "broke," and because of the expense to fix it, the father-in-law, who was a master machinist, went to his son-in-law, who had just put 350 Chevy running gear in an E-Type. He wanted his son-in-law to replace the broken straight-six Jaguar engine with a small V8.

By now, you should be getting the picture. These two guys, being machinists and mechanics, could do anything, including hand-building a street rod from the ground up and winning second place in the Ridler Award, still the most prestigious street rod competition.

From 1988 to 1990, this '51 Jaguar FHC (fixed head coupe) was fully restored from the ground up with all new paint, interior, gauges, and the installation of a 5-liter (302 cid) Ford V8 with a five-speed manual transmission.

This is where the story gets interesting. The father-in-law was very excited to see the finished product and proudly drove it around the block a few times and in and out of his garage a few times to show his buddies. However, his health was declining, and sadly, he passed away shortly after the car was finished. The car sat unused from 1990 to 2005, when the son-in-law got it from the estate and began caring for it.

This son-in-law was a car builder and the old Jag was one of many cars he built. When he decided to sell the Jag, he had four award-winning cars in his garage that he drove often. Something needed to go so something else could be built.

When I found the car, it was sporting the new Ford drivetrain pulled from a 1987 Mustang that had been in a rollover crash with less than 1,000 miles on the clock. The Jag, since its completion in 1990, had only accrued 126 miles. Of course, its having sat so long was of some concern, since no vehicle should sit unused. However, all the fluids had been flushed and filled, and it only had a few leaks, obviously living up to its British heritage.

The Ford engine was originally fuel-injected, but the builder had converted it to an Edelbrock manifold with a Holley carburetor. He also reversed the original header pipes and brought

(story continues next page)

My Jaguar XK120, continued

them down in front of the engine and back under the frame in a very neat manner, using stainless steel. The car had also been rewired with modern push-in fuses (no Lucas here), and the builder had just installed new leather seat covers. Additionally, the car was rust free and all steel, other than the original aluminum bonnet, doors, and boot lid. The original twin overhead cam inline six and four-speed transmission were included in the sale, and could be rebuilt.



Bill, right, receives an award from Peter Lee at the 2023 BCF

Over the last 15 years, I have added new 60-spoke wire wheels, along with new hubs, bushings, and bearings. I also converted the front brakes to discs, added air conditioning with heat, and upgraded the ignition to an MSD system. It's also had other small upgrades as needed and is regularly serviced.

My XK120 FHC still runs strong, and continues to turn heads. However, the paint from the 1988-1990 rebuild is starting to show some patina (as am I) and the time is approaching when I will need to find a new caretaker for it, as getting in and out is becoming more difficult. The Jag is a great, fun ride, and owning it these last 15 years has truly been a privilege for Sandra and me.

A More Recent Acquisition

Jim O'Brien shared with *Ed.* some photos of his 1998 Morgan Plus 8, which he acquired from the estate of its long-time owner a few months ago. Jim showed the car at Brits on the Bay in Pensacola, where it took first place honors in the Morgan 4-Wheeler class. Well bought, sir.



Spannering

Advice on Repairs, Parts, and Services

Ford Anglia Travails, Tribulations and Triumphs (not the car, the action!)

story and photos by Mac McNamara

After driving Kathy to an event, I was informed the Anglia would be grounded until further notice. Steering wheel action was too much for such little movement of the wheels, leading to a less-than-safe driving condition throughout the journey. To clarify, I could move the steering wheel from about 11:00 to about 1:00 without turning the wheels any amount (small exaggeration but not by much, and to clarify, that was about 4-4.5 inches of steering wheel movement before the car responded...how's that for safety?).

On Friday, July 5, **Michael Bertagnolli** allowed **Dan** and me to use his time and lift to address the issues. Before raising the car on the lift, we turned the steering wheel lock-to-lock and found the top plate on the steering box was shifting about 1/16th inches (a lot for steering, it seems!). A quick run-through with socket and wrench tightened three of the four bolts without issue and removed all slack in the steering wheel.

The fourth bolt issue was found when we lifted the car. Two of the four bolts screw into the steering box, so no nut is needed. The other two bolts have nuts on the underside. Whew! A wrench on the nut(s) and a socket on the bolt(s) completed the task at hand.

While on the lift, we found an issue with the track-rod arm that will be addressed soon. I

must research whether the track-rod can be rebuilt, the seal "coerced" back into place or a new unit will be needed. The seal on the bottom of the track-rod connection to the Pitman arm has partially "popped out" about a quarter-inch. No hardware is exposed but there was some moisture in the grease that oozed out when I added grease through the zerk fitting. Not cool!

A secondary issue I needed to check, while the car was on the lift, was a "THUNK" each time the rear axle moved vertically. This noise had been happening since bodywork was done by a



A troublesome track-rod arm

local repair shop. We found the Armstrong lever action shock on the driver's side was not tightened to the body of the car. Another quick fix!

We applied grease to 10 of the 12 points under the car (missed the drive shaft u-joints...no grease couplings available fit into the tight space). After verification I need to replace the transmission mount soon (ok, several years ago), off I went in the car on a successful test

drive. Steering was very responsive and no “THUNK” when hitting bumps or holes in the road.

On the Sunday following July 4, Kathy and I were coming from Cammie’s Ice Cream and the car started missing. Getting home, I found the #2 spark plug screw top had unscrewed into the spark plug wire. This is proof there is engine vibration I still need to examine (and think will be fixed when I replace the transmission mount). This vibration started after I replaced both motor mounts. I will need to put the car back onto a lift to check ALL connecting nuts and bolts to ensure they are tight. Years of usage may have caused some loosening...or I perhaps haven’t tightened bolts in past repairs (doubtful, but possible). Anyone have other suggestions?



Noel Eagleson sent Ed. this photo of Fred Veenschoten and Keith Sanders working on Keith’s MGC at a recent PBCA tech session, Send me your caption ideas; I’ll run the best next month.

“MINI Gets Medicare”



Celebrating 65 Years of MINI
British Car Festival 2024

October 19, 2024
Fairhope, Alabama



British Car Festival registration is open! The form is available [here](#). The fee is just \$25 (\$30 after Oct. 1).

We also are signing up sponsors, and that form is [here](#):

- General Sponsors: \$250 (three classes, name on banner, recognition at the show and in 12 months of newsletters)
- Class Sponsors: \$50 (one class, recognition in 12 months of newsletters)

Pierre's Wisdom

Pierre Fontana

How Not to Put a Spark in Your Life

Last month I mentioned the best way to tune a points distributor. Points are dependable and foolproof, but may become a problem in cars seldom driven as they may sulfate and need cleaning. By the way, points can be made good again by polishing them with a sharpening stone; it used to be the way.



All photos courtesy **Pierre Fontana**

10.000 volts to 40.000 volts, but not by themselves; I was vaccinated by Tesla.

Pertronix or other systems replace the points. They are waterproof, wearproof, constant, and able to gain more rpm without breaking up. They work even with a worn distributor, as they have no points to vibrate.

To boost the voltage more is needed in the form of a better coil. A Moss Sport Coil fills the need, as do many others, but is far from enough. To build a higher voltage, resistance is needed. It will build up the voltage in its winding so you will need resistor plug wires. Remove the original plug wires and replace them with silicone graphite type; depending on length they will read about 8.000 ohms of resistance. Finally the plugs, like in your modern car, will have to be gapped at 0.040 at least. This is like the nozzle at the end of your garden hose, to make it squirt harder.

Timing is done as usual. Advance it until the engine pings, and retard it. This way it will match your engine condition and the gas you are using.

***Pierre Fontana** is a technical advisor for SABCC. At age 92 (not 91 as I said last month), he's still working on cars and writing newsletter articles.*



Pertronix Ignition System

I installed Pertronix ignition systems on thousands of cars during many years, as they are easy to use and very dependable. These can boost voltage at the plugs from the original

Designed on One Island, Built on Another

story by **Rodney McDonald**

photos and links courtesy the author

When most modern Americans think of "imported cars", the brands that they are likely to name are Asian. Whether actually imported or built in factories in the US, Asian manufacturers (particularly Japanese firms) retain a significant share of the American automotive market. The post World War II era in the US was a completely different market with most small, economical cars coming from England. With the directive of ["export or die"](#) hanging over their corporate heads, British firms knew that the North American market was their key to survival. But with the arrival of a number of Japanese brands in the US, the days British mass-market car sales in America were numbered. The roots of this demise run deep into many different areas, but one deserves a close look by enthusiasts of classic British cars - Britain's assistance in creating the Japanese automotive juggernaut.

The beginning of automobile production in Japan dates back to the dawn of the twentieth century with various home-built cars, some of which were steam powered. The earliest series produced car was built by the Shokai firm with a production run of 10 cars.

Japanese engineers were keen to learn about automobile production and many went to either find employment with, or observe, car makers world wide. Several of these missions ended with successful negotiations to build those maker's cars on Japanese soil.

In 1918 the British Wolseley firm licensed the production of their [A9 and E3](#) cars and their [CP truck](#) to a consortium operated by the Japanese shipbuilding firm of Ishikawajima and Tokyo Gas and Electric Industrial Company. For the

sum of £80,000 paid over ten years - regardless of production numbers, profit or loss - Wolseley would assist in training, equipping and managing the factory in Japan.



Wolseley Type CP by Ishikawajima

The first purely-Japanese built Wolseley did not appear until 1922 and it was more labor intensive to build than planned for. The resulting high cost meant that the selling price was much higher than the market would accept. Soon, financial problems meant that the payments to Wolseley were reduced. [The Great Kanto Earthquake](#) of 1923 destroyed the automobile assembly line and the small finished stock of cars. The CP truck line was another story in that the Japanese military paid a subsidy to truck builders provided that they met certain criteria. The Japanese-built Wolseley qualified and went into full production.

The post World War II period saw the same devastation visited on Japan as central Europe. In addition to rebuilding their nation, the Japanese were ruled by the Allied military. Everything from the production of food, clothing and industrial output was tightly regulated. The first transportation need in post war Japan was trucks. Demilitarized trucks were used for rebuilding, shipping goods and personnel trans-

(story continues next page)

“Designed on One Island,” continued

portation. The demand for private cars was filled somewhat by sales of American cars owned by departing US military brass. Car production for civilian use did not begin until 1947 when 300 cars were allowed to be built.

As the economy improved and military rule ended, Japan's automakers were looking for opportunities to produce larger, more desirable cars than the three-wheeled vehicles that made up most of the light car offering at the time. Once again, England steps in.



Nissan/Austin A40

In 1952 an agreement between Nissan and Austin resulted in the Japanese production of the Austin A40. The agreement called for Nissan to purchase [“completely knocked down”](#) A40 Somerset kits for assembly in Japan. Everything needed to assemble the car was contained in a large crate and Nissan workers unpacked the components and put everything together on a short assembly line.

The terms of the agreement allowed Nissan to sell the finished cars only in Japan. No royalties were paid to Austin for the first year but the second year, the greater of 2% of the retail value of the cars or £10,000 would be due. The royalty would gradually increase over five years to the greater of 5% or £30,000.

In 1954 Nissan signed an additional agreement with Austin to build the larger A50 Cambridge. The agreement also allowed Nissan to source



Nissan/Austin A50

locally produced components and delete them from the CKD kits. Parts built by Nissan were sent to the UK for validation. At the end of A50 production, the car was 100% Japanese, including the engines. Nissan went on to produce a slightly modified [BMC B-series engine](#) line until 1980.

[The Rootes Group](#) was not to be left out of the running and in 1953 they signed a licensing agreement with Isuzu (the successor firm to the Ishikawajima consortium) to build the Hillman Minx, Commer vans as well as being the sole importer of British built Rootes vehicles. Isuzu paid Rootes a one-time fee of £50,000 and a royalty of £25 per car after the first 2,000 units.

Initially, Isuzu assembled Minxes from CKD kits, but the Japanese Ministry of International Trade and Industry required that the Japanese

(story continues next page)

"Designed on One Island," continued

partner in these so-called technology sharing agreements produce vehicles completely made



Isuzu/Hillman Minx

of Japanese components within five years. This requirement opened the door for many well-known UK parts manufacturers to set up shop in Japan in a similar arrangement.

That the Japanese auto industry grew into a world-beating production powerhouse is well-known. The irony being that as Japanese producer's world market share grew, Britain's declined. Eventually firms such as Nissan and Toyota opened assembly plants in the UK and Honda for a time allowed their Civic to be built by the remnants of British Leyland where it was [badged a Triumph](#). Even into the early years of the 21st century, the majority of models produced by MG-Rover in England were Honda based [including the author's 1996 MGF, below-Ed.].



Auction Roundup: "Other" MINIs

[We're featuring MINIs other than the base model-Ed.]

2011 MINI Countryman S



Sold for \$5,800 on Bring a Trailer

The Countryman is MINI's "SUV," the largest car it makes, and shares much with the BMW X1. This car, in Indigo Blue over Ivory, was well-equipped, but did have 101k miles and a minor accident in its history, along with the "dreaded" automatic transmission. The buyer commented that he bought it for his 16-year-old son.

2014 MINI Cooper Paceman JCW



Sold for \$10,500 on Cars and Bids

Want the room of the Countryman, but not a four-door. Well, apparently for many buyers, the answer was "no," as MINI only made this two-door car a few years. Still, this Chili Red one, with nearly 126k miles, brought a good price about a year ago, probably due to performance mods.

2013 MINI Cooper S Roadster



Sold for \$15,100 on Bring A Trailer

Unlike the MINI Cooper convertible, the Roadster was a true two-seater, with a top that is fully stowed when lowered and a larger trunk than its four-seater brethren. It was the open version of the oddly-styled MINI Coupe, which was designed to be more aerodynamic than the standard MINI. This car offered a nice color combo (Spice Orange Metallic over Caramel) and low (51k) miles.

Weak and Rusty

Michael King, Editor

We Get by with a Little Help from Our Friends

I'm not going to sugar-coat this: of late, editing this newsletter (and its companion, "Smoke in the Wires" for the Panhandle club) has become very burdensome. Kristine and I have been running a one-bed *unskilled* nursing facility for my mother-in-law. That, combined with my work schedule at the auto parts store, means I have significant demands on my time. Couple that with my ongoing involvement with a nascent program to provide donated cars or car repairs to persons at risk in greater Pensacola, and I find I have very little time left to attend car club activities or meetings.

Being unable to attend the aforementioned meetings and activities means I have found myself scrambling for stories and photos to publish in this little tome. Under the best of circumstances, the newsletter took about 15 to 20 hours to complete. That has increased significantly of late.

To my tremendous relief, our club president, **Ben Cummings**, and Editor Emeritus **Rodney McDonald** stepped forward with offers to help. After some discussion, we came up with a plan:

- Our VP of Activities, **Max Menaker**, will take a proactive role in ensuring narrative and photos of club activities are submitted for publication. This does not mean that Max has to take every photo or write every story, so feel free to offer him your assistance!
- **Scott Paradise** will be joining the ranks of our club technical advisors. Scott is an excellent writer and a skilled mechanic and restorer, and while he will submit his own arti-

cles from time to time for "Spannering," he will also regularly remind *you* to do the same.

- **Rodney** will assume the much-needed role of proofreader and fact-checker. Most of you probably think *Ed.* doesn't check for typos, but the truth is I spend way too much time trying to find them, especially when I consider how many I discover after I finally say "*no mas*" and hit "send."

I'm also going to be making a few changes to the Classifieds. First, I will make formal what has been an informal rule for some time: I will only run ads for club members (I will, however, run SABCC and PBCA ads in both newsletters). The reason for this is that even when someone sends me a description and photos of the car or other item they want to sell, I still have to reset the text, resize and crop the photos, and lay everything out on the page. Second, I will only run ads once, unless the member contacts me to ask it run a second month—no more sending out emails asking if the ad should run again (and often not getting responses).

So why not just quit? Surely, someone else could do the newsletters, probably a lot better than me. Part of my answer is a bit selfish—I keep hoping we will again get the "Ken Smith Newsletter of the Year" award from NAMGBR, as we did in 2019 under Editor Emeritus **Rodney**. But, I also believe the newsletter is essential not only for club communication, but also for club cohesiveness and growth. This is particularly true when the newsletter is a group effort, with articles and photos from many club members (including **Dennis Carroll, Bill Cashion, Ben, Donna Eagleson, Pierre Fontana, Mac McNamara, Tony McLaughlin, Max, and Rodney** in *this very issue!*). With help from those I've mentioned, and each of you, Spark and Spanner will continue to inform, edify, and amuse. I'll do my best to not get in the way.



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And now, for something completely different . . .



*I can think of nothing to add, other than to thank **Tony McLaughlin** for sending this.*

Spark & Spanner

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