

Spark & Spanner

The Official
Publication of
the South
Alabama British

February 2026



From the President

Ben Cummings

Share Your Passion, Promote the Hobby

I'm starting this year is starting with a heavy heart. We have lost a dear friend, **Mike Darby**, and other good friends are ill. Let us all pray for them and their families.

Let us honor our friends by doing what we do best: showing off and appreciating our British cars. At last month's meeting many, many upcoming car shows were mentioned, almost too many. It seems that this spring there are more shows than in past years. Maybe the hobby of car restoration or at least the enthusiasm of classic and vintage cars is experiencing a resurgence. There sure are a lot of options for displaying our British cars. There are some new shows, but let's not forget about the old shows that we have been a part of for many years like the MGMG event at the Fairhope Arts and Crafts Festival. Whether you attend a new event or one of the annual recurring events, please make an effort to promote the SABCC.

I am excited about two of our upcoming events. We have our annual **John Twist** Technical Seminar on March 7th, and our past events coordinator (**Don Pritchett**) has agreed to temporarily come out of retirement to organize a scavenger hunt on February 28th. Each event offers a different experience. The John Twist seminar is for those of us that want to learn more about our cars and how to keep them running. The scavenger hunt is a fun outing and social event where we get to enjoy driving our cars (hopefully on a beautiful sunny day) and then meet at Wintzell's downtown to enjoy each other's company. More information on these two events is included in this newsletter and will be sent out via email. I hope to see many of you there.

*On the cover: The late **Mike Darby**, on the Bonneville Salt Flats with his MGA (photo by Stella Darby, posted on Facebook by Rodney McDonald.)*



*Ben posted this photo on the SABCC Facebook group page of himself and **Laura** at a Mardi Gras event. Note his SABCC pin.*

As we all age, let us consider how we might pass on our hobby to the next generation. What will happen to our cars as we age? This week I have been communicating with a fella that is trying to locate a Morgan that belonged to his brother-in-law and was sold after he passed. The fella is sad that the car is no longer in the family and he is desperately trying to find it and buy it back. So, consider your family when wondering what to do with that old car in the garage. You may be surprised how emotionally attached your family is about that old British car. A son or granddaughter may secretly have their eye on that car. Passing the car onto the next generation will keep the car in the family and keep our hobby alive with the next generation.

Safety Fast,

Ben



North American MGB Register

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

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

As a member of NAMGBR, you will receive:



The MG Driver

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



Mutual Aid Directory (MAD)

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



Club Insurance

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



Member Classified

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



Technical Help

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



Annual Convention

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



Regalia

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



Car Insurance

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



Dash Plaque

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



100,000/200,000 Mile Register

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



Window Sticker

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

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

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

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



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

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

SABCC Club Officers

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

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

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

British Car Festival is supported by



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

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

Registration opens
year-end 2025

INTERNATIONAL 2026 SANDUSKY, OH

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

103 MG FEST
1000 ISLANDS 2026

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

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

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

tinyurl.com/mg103fest
AUGUST 14-16, 2026

Ottawa Car Club, Gananoque

Around the Bend

Upcoming Club Activities



February 24, 2026

Monthly Club Meeting

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

February 28, 2026

Scavenger Hunt

Mardi Gras Park, corner of S. Royal and Church Streets, downtown Mobile. Drivers’ meeting at 9:30, departure about 9:45.

March 7, 2026

John Twist Rolling Tech Session

Michael and Andrea Bertagnolli’s home, 31399 Shambo Rd., Spanish Fort, 9:00 – 1:00.

March 10, 2026

British Car Festival Planning Meeting

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

February 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
		CLUB MEETING				SCAV. HUNT

March 21, 2026

Fairhope Arts and Craft Festival Display

Informal car display on the grounds of Coastal Alabama Community College, just a couple of blocks from the Festival. Organized by Mardi Gras MG Club. Arrive around 9:00.

March 24, 2026

Monthly Club Meeting

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

March 28, 2026

BMCNO Car Show

Covington Trailhead, Covington, LA. Details and online registration [here](#).

Pensacola Show is April 18 – [REGISTER HERE!](#)

March 2026

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

Sparks

Club and Member News

SABCC Member of the Quarter: Dick Bishop

Launching a new club tradition, SABCC president **Ben Cummings** presented the first Member of the Quarter award to **W. Richard "Dick" Bishop**, CDR, USN (ret.). Dick joined SABCC in



SABCC president **Ben Cummings** presents the member of the quarter award to **Dick Bishop** (photo by **Robb Ogletree**).

November 1997, and served as club president in 2004 and 2005. He is also the "driving" force behind the Mardi Gras MGs, a sister club to SABCC, and organizes many of their events, including the Fairhope Arts and Crafts display and the annual British invasion of the Silverhill show.

Dick served for many years as a member of the SABCC board, and as logistics chair for the British Car Festival. His friendly smile, warm handshake, and his white 1966 MGB roadster, "Brooke," are a familiar presence at club events. Thank you Dick, for your nearly three decades of dedication to SABCC!

SABCC Mourns the Passing of British Car Legend, Mike Darby

Mike Darby, a member of SABCC since November 1992, died January 30, 2026. Mike joined SABCC in November 1992 and served as



president in 2006 and 2007. He was also a long-time technical advisor for the club.

A native of Leeds, England, Mike and his wife **Nancy** were married in 1977. Besides his wife, Mike is survived by daughter Stella (Asaf Karagila), stepson Kevin O'Flaherty (Mary Bolster), a twin sister, a brother, and other family and friends.

Mike and Nancy moved to Silverhill, Alabama in 1980. In 1998, he launched Darby Classic Restorations, completing more than 30 restorations along with countless other projects. He was awarded the *Tony Wilson Memorial Historic Preservation Award* by SABCC in 2024 to honor his many contributions to our hobby.

A memorial service will be scheduled at a later date. To commemorate his life, please consider a donation to the [Michael J. Fox Foundation for Parkinson's Research](#), or [Parkinson's UK](#). Please do not send cards or notes of condolence to Nancy, as her Alzheimer's disease could mean these increase her distress.

[Stella Darby's Facebook post provided many of the details for this article-Ed.]

Scavenger Hunt – February 28

story by *Don Pritchett*

Rescheduled from January, the Scavenger Hunt will be Feb. 28 starting at Mardi Gras Park in downtown Mobile at the corner of Church Street and South Royal Street. The event begins with a drivers' meeting at 9:30 a.m. and will depart around 9:45.

The Scavenger Hunt consists of following a set of driving directions and answering questions about observations along the route and also scavenging for a list of 10 items. A navigator to read directions, a writing instrument to answer questions and a phone to use as a camera to photograph some of the scavenger items will be very helpful.



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

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

It should be a fun outing followed by lunch at one of Mobile's best-known restaurants so join us on the 24th. If you have any questions or need more details call me (**Don Pritchett**) at 251-402-3143, **Michael Bertagnolli** at 251-421-7017 or **Ben Cummings** at 251-422-9600.

John Twist Seminar – March 7

story by *Ben Cummings*

This year the SABCC is once again fortunate to host another **John Twist** Technical Seminar. This year's event is a Rolling Tech Session.



John Twist under the hood of an MGB after last year's seminar (photo by Robb Ogletree).

A tent will be put up in the yard and cars will be set up in a queue. John will quickly diagnose and hopefully fix an issue with each car one at a time. So, if you would like to have the unique opportunity to have John Twist work on your car, then bring your LBC to the SABCC John Twist Rolling Tech Session.

The event will be held at the home of **Michael** and **Andrea Bertagnolli** at 31399 Shambo Road in Spanish Fort on March 7 from 9:00 a.m. to 1:00 p.m. Coffee and doughnuts will be served. After the event we will take John to lunch. All are welcome to join us for lunch (on your own dime of course).

You don't have to have an issue with your car to attend [*but who doesn't have some issue with their car?-Ed.*]. Chairs will be set up so that all can watch and learn from a mechanical master.

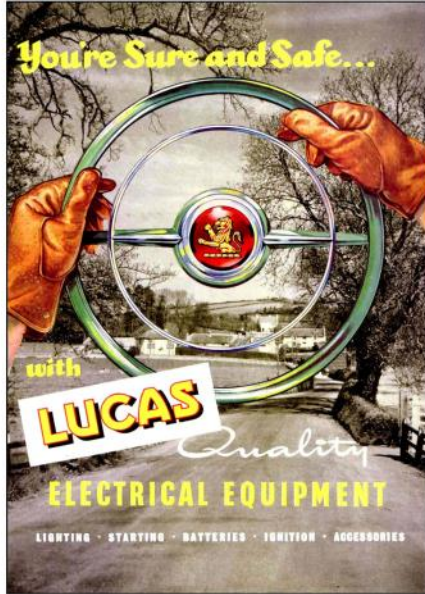
[*This event is free to all members, other than your lunch. Your work on the British Car Festival makes this possible – a club in south Florida is charging \$100 per person for its John Twist seminar-Ed.*]

Spare Parts

The Taillight You've Seen Everywhere

story by *Rodney McDonald*

As British car enthusiasts, we know that a lot of the parts that went into our cars came from a few specialized suppliers on the green and pleasant isle. Nearly all classic British cars sported SU carburetors and fuel pumps, Triplex glass and Smiths instruments. Of course, they nearly all had electrical equipment supplied by Lucas. If you've ever changed a tail or parking light bulb, you probably noticed that the lens itself was also a Lucas product.



Most car makers in the post war era really did not have the budget to create specialized lighting equipment for their autos, and it was not as much of the overall car design as it is nowadays. With the notable exceptions of Ford and Vauxhall, the British auto industry chose "off-the-rack" for things like taillight lenses, parking lights and so forth for their lower-priced offerings. Lucas could provide a standard design for these lights at a low cost since they were used on so many cars.

Case in point: the Lucas part number L549 tail light. You've seen them on many British cars,

but did you know how widely used they were? Here are a few snaps of the cars that utilized this light at least during part of their production lifetime. This small taillight is designed to be mounted on either a plinth to make the top of the lamp horizontal or directly on the rear sheet metal of the car in question, provided it was designed with the correct angle.

Of course, there were many more models that sported the L549, so keep an eye out for them at your next classic British car event.



From top, L549s on an MGA, a Morris Minor, a Morgan Plus 4, and a Bugeye Sprite

Auction Roundup: MGAs

In memory of Mike Darby.

1957 MGA Roadster



Sold for \$51,000 on Bring a Trailer (Feb. 2026)

Stunning. No other description fits. Pull this up on Bring a Trailer; you will see why it brought this money..

1959 MGA 1600 Mk I Roadster



Not Sold for \$10,500 on Cars and Bids (July 2025)

Cars and Bids was probably the wrong site for this car, which had some patina but was really quite nice, and worth more than the high bid.

1957 MGA Coupe Mk I



Sold for \$22,050 on Hemmings (Dec. 2025)

A very nice version of the very pretty MGA Coupe, this green over tan car was said to have no needs.

1961 MGA 1600 Roadster



Sold on Bring a Trailer for \$9,300 (Oct. 2025)

Was it the "Old English White" (or perhaps just plain white) color? Or the fact that the purported car number was nowhere visible on the car itself? This nice roadster was the lowest sale price for a complete MGA on BAT in almost two years.



Above, a period MGA ad; below, one for 7-Up featuring the car.



Everyone Loves an Oddball – Episode 2: AC 3000ME

story and photos by *Peter Lee*

Being born in the 70's, I missed the heyday of the classic British car. But I am gaining an appreciation of the cars that lived in the 70's and 80's when the materials were changing and the styles were, shall we say, distinct?



If you're a halfway fan of British cars, you probably know of the AC Ace that morphed into the Shelby Cobra. But a lot of people don't know that AC motors soldiered on until failing in the '80's. And one of their last cars was the 3000ME. It mixes just the right amount of weirdness, rarity, and failure to get my attention.

Sold from 1979 to 1984, the AC 3000ME boasted a 3 liter Ford Essex V6 that showed up in a wide variety of British cars from the Reliant Scimitar to TVR's and, of course, a pile of Fords.



It's also funny to me that the TVR 3000M and 3000S both used the same engine as the AC 3000ME. Strange, that they couldn't come up with a different-sounding name but then again there were also the Mitsubishi 3000GT and the Austin-Healey 3000.

The similarities dropped there as the AC was mid-engined and the body was glass-reinforced plastic, bringing the weight in at just under

2,400 pounds. The motor put out 138 bhp and 192 lb.-ft of torque.

AC planned to bring out a turbo version of the car, but an outside manufacturer beat them to the punch with an add-on kit boasting 200 hp. Only 19 of the cars ever received that system.



One kit was made for a twin-turbo system getting 300 hp but it required a much more extensive engine internal upgrade to keep up.

But what about the rarity? AC only made 80 original cars. The car and name were then licensed to a Scottish company who made and additional 30 cars to a later spec. That spec is visibly different with body-colored intakes and grilles distinguishing them.

I don't know about you, but the 3000ME gives me a little Lancia Stratos feel with its styling. But this car is really obscure because it is an example of striking when the iron is hot, or actually not striking, and rolling itself into the world of classic failures. It debuted in 1973 and the company received over 200 orders immediately. AC was just about ready for production when the car failed a critical crash test, necessitating a redesign of the chassis.

When AC finally started production of the 3000ME in 1979, those interested buyers had moved on to new designs and technologies. Also, AC wanted a car with a price point around £3,000-4,000 and got a price of £11,000 that continued to rise over the production years to almost £14,000. By comparison, the Lotus Esprit

(story continues next page)

AC 3000ME, continued

S2 was £14,000 and the Fiat X1/9 was just £5500. Obviously this was not a good price point for the car.



Note the body-colored grille on this Scottish version.

Well, the rest is now history and the AC 3000ME is consigned to it. I don't think you will find one in a local Alabama barn awaiting discovery. If there is one, I'll be looking to snap it up.

[Thanks, Peter! I was curious about the interior of the AC 3000ME, and I found this photo on the Interwebs. Gotta say, that dash was pretty spiffy, even if it does have a bit of a kit-car look. Note the lack of a drivetrain hump, due to the mid-engine layout, as well as the very wide and tall door sills, and how close the seats are to each other, leaving barely enough room for a handbrake lever and the seat belt receptacles. – Ed.]



A Classic Ad from the Heyday of AC Cars



ACE-BRISTOL



**NEW CARS DIRECT FROM
THAMES DITTON ENGLAND TO YOU**

DELIVERED SHIPS ARRIVAL

EAST COAST PORT	\$3850
WEST COAST PORT	\$3890

plus U.S. Taxes

Your Choice Colors

SPEEDY SPARES SERVICE

★ Mail, Cable or Phone us
NOW For BROCHURES.

A.C. CARS LIMITED,
THAMES DITTON, ENGLAND

Cables, Autocarrier, Thames Ditton, England
Phone EMBerbrook 5621

Here's an investment that beats inflation. if you had purchased an Ace-Bristol in 1959 for \$3850 (the equivalent of \$42,500 today), you probably could now sell it, based on current average market values, for \$300,000. Meanwhile, you got to enjoy the car all those years.

Weak and Rusty

Michael King, Editor

Drive Your Cars

This is part two of the story of my 2011 Jaguar XFR breaking down in a parking lot. I'd been to church, and afterwards I decided to stop to get a pizza to share with my longsuffering spouse, who was with her mom at the nursing home. I reversed from the pizza place parking space, tried to put the car in Drive, and that was that.



I had the car towed to a local shop, and the trouble codes indicated a problem with the gear selector module. I'd already learned on the Jaguar Forum that such failures are not uncommon, and a company in Canada could rebuild my unit for just \$400 plus shipping – and since it was the original unit, reinstalling it would not require reprogramming it (the start/stop button is part of the module).

The shop removed the module, and replaced a faulty brake switch, and I had the car towed home. I ordered the repair service, and sent the module to Ontario. It was back just a few days later, repaired and warrantied for life. Reinstalling it, and all the surrounding bits, was not overly difficult, and the car fired up and operated as Coventry intended.

So why is this column entitled "Drive Your Cars?" Well, from breakdown to fixed, the car was out of commission 30 days. Even in that short period, the battery discharged to the point that the remote would not unlock the doors or trunk (where the battery lives). The brakes clunked at first, as the pads were partially

seized to the rotors. The bonnet thought it was opened, and only by shutting it briskly a couple of times did the warning on the dash go away. And so on. Gradually, everything cleared up.

I also see issues with my 2001 Jaguar XJR when I do not drive it for a while. Examples include the obvious battery discharge, but sometimes the power-adjusting steering wheel gets stuck and the ABS/traction warnings are on (yeah, those are both luxury car first-world problems). These problems both resolve within a few minutes of driving. A few weeks ago, the car showed false (low) fuel readings, but again, this seemed to fix itself.

I guess I've been rather fortunate with these issues – none has been major – but extended periods of non-use simply are not good for cars. Ironically, the car I drive the least, my 1979 MGB, is less susceptible than the Jaguars, probably because it's about one thousand times less sophisticated, but even it will pop and sputter when I've not driven it for a while, despite having non-ethanol fuel in the tank.

I've not so far mentioned my Jaguar XK convertible, which did have an extended downtime when its throttle body failed. As long as I keep it on a battery tender, it's pretty happy, perhaps because it has a place of honor in the garage. I do notice, however, that its tires flat-spot a bit in cooler weather.

So, the maxim bears repeating: Cars Need To Be Driven. We are fortunate to live in a part of the country where year-round operation of even an open car is not out of the question, unlike our poor neighbors in the Frozen North, who pickled their "LBCs" months ago and won't be able to use them for several more weeks (thanks, Mr. Groundhog).

So, drive your cars. It keeps them (and you) happy.

[By the way, Kristine did come get her pizza.]



British Car Festival 2025

The Morgan Motor Company

celebrating

Thank you, Sponsors!



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4912 Oak Circle Drive North • Mobile, AL 36609
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 Veterinary Medical Center
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 Waggy Tails

Classifieds

1974 Jensen Healey



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

Cortland Musgrave

504-559-4960

heytony9999@hotmail.com

MGB Chrome (and other) Bits

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

Michael King

sparkspanner@gmail.com

1961 Triumph TR4 – **PRICE REDUCED**



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 **\$14,000**, or best offer.

Miller Roloson

(615)-332-1787

1951 Jaguar XK 120 FHC

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

Bill Cashion

704-500-4843



Car Hauler Trailer

16 foot Dual Axle Steel Trailer with Electric Winch. Measures 74 inches wide (inside measurement). Includes 4 tire hold down straps. Electric Mile Marker 8000 lb. winch and battery are included. Also includes one spare tire. **Price reduced: \$2,000** or best offer.

Monica Bachmann

(850) 217-1765 (call or text)



1979 MG Midget Parts

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

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

I am willing to consider offers for any of these.

Steve Albrecht

251-533-7917

stevealbrecht451@gmail.com

Fiberglass "Bugeye" Bonnet

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

Keith Sanders

850-529-7601

britcarguy202@gmail.com



And now, for something completely different . . .



If you are going to tow an E-Type, I can think of no better way than with this custom-built Series I XJ6 rig, which includes "LS V8 power, air suspension, and a host of other modifications." [Yep, that's a host-Ed.] This was posted on the "Best of British" Facebook page.



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.***