

# The British Connection

## Message from the ABCC Club President



Yes, it's official. Spring has sprung upon us, like a warm sunrise on the Atlantic Ocean horizon, it slowly invigorates us toward a new day of hope and joy.

So, what are you planning for Spring? Is it yard-work? Perhaps a weekend sightseeing trip? Maybe you can now complete that project on your little British car that you had to put off because lying on your back on that icy concrete garage floor was too uncomfortable. Whatever it is, I know April will be a busy month for you.

### CLUB OFFICERS

President - Craig Colby  
Vice President - Gordon Hart  
Secretary - Connie Hart  
Treasurer - Steve Bradley  
Editor - Tommy Suddard



### Calendar

#### April 23

Daytona Beach Cubs British Car Show

#### April 24

Legends on the Green British Car Show, Ponte Vedra Beach

Download the Information Form at <http://tinyurl.com/y3q9bwt>

#### April 24

34th Annual Heritage Classic & Antique Car Show at Black Park in Lake Helen. Contact Pat Meinelt at (386) 734-1912

#### April 30-May 2

Classic Motorsports Walter Mitty at Road Atlanta

#### May 2

SCCA Autocross at Daytona International Speedway. [www.CFRSolo2.com](http://www.CFRSolo2.com)

#### TBA

British Cruisers Drive. Loop, Washington Oaks, Golden Lion for dinner.

April seems to be a busy month for car shows. We have two planned for our club, and Tommy will list some others that may be of interest here in the newsletter. Please read the articles in the newsletter about our Cubs British Car Show and the Golden Oldies club events scheduled for this April. We hope you can work one, or both, into your April schedule. I'm looking forward to seeing you at those events. Treasurer Steve Bradley says we now have 37 ABCC members.

Editor Tommy will be sporting a leg cast for some time, according to his grandparents Paul and Ursula Suddard. Tommy appreciated the card we signed for him, but tells me not to expect him to be driving the Spitfire very soon. We all wish him a quick recovery.

Bob Storke has his TR8 up on jacks. His alternator is dead. Kevin Lemire is replacing the wiring harness on his MGB. Eric Salvioli is knee deep in his Sprite, TVR, and MGA projects. BA Walters got a visit from MGA guru Steve Bradley to fix her TD headlights. Jerry Peck was lucky to have the gas station scratches successfully buffed out on his Jaguar XJS. That's the second time his car was severely roughed up by man or machine, but buffed out at the body shop. I guess you could say that his car is looking really "buff" now? Ha ha. Richard Meyers' MGA is still being painted and reassembled. Paul Suddard's TR6 has a new tranny. Aaron Duncan

practiced changing his transmission and engine oil this week. Dwight Drummond successfully got the engine running on his Fiat 1500 Cabriolet, but says the muffler is too quiet. Ron Watz recently won Second Place in the Foreign Car Class at the Mount Dora show in March. Congratulations. Ron said it was a cold ride at 6 in the morning to drive from Palm Coast to Mount Dora when the temperatures were in the 40's and no side curtains on his TR3A. Did they have heaters in 1959? Joe Vetter just returned from taking a bus load of middle school history students to Washington, D.C. And I'm installing poly bushes in the front suspension of my MGC roadster. I believe that all of the bolts have not been loosened since they were installed at Abington in 1968. Each one is a fight to loosen without breaking off, and liberal applications of heat, Kroil and PB Blaster only serve to stink up the garage and make Ruby complain about the smell.

At least it's finally Spring.

MGC ya,  
Craig



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DEAR CRANKY

*Dear Cranky,*

*I named my little British car Henrietta when I bought it. I have been getting poor gas mileage lately, and was checking under her hood last night. But whenever I call my car Henrietta (or "her" or "she") in front of my wife, my wife gets angry at me. She says I pay more attention to my car than her. What should I do?*

*Signed,  
Sleeping on the Couch*

Dear Sleeping,

As a general rule, poor gas mileage can be traced to several problems. I would suggest replacing your spark plugs, the distributor cap, rotor and properly gapped points. You may also want to install a good quality set of ignition wires if it has been 12,000 miles since the last set. Check the SU carburetor jets, and richen / lean them per the workshop manual. Also be sure to synchronize the carbs along with jet adjustment. Check the timing and valve clearances, and lastly consider replacing the fuel pump.

Signed,  
Cranky

### A LIGHT BREAKFAST



Our March event sounded like a good idea: this year, go to DeLeon Springs after Bike Week.

But, someone forgot to tell Mother Nature. Like any good idea, something can always go amiss. Such was our club breakfast at DeLeon Springs. A smaller-than-expected group of 10 made it to the club breakfast event at the Old Spanish Sugar Mill restaurant in DeLeon Springs State Park on Sunday, March 21. We met Bob and Betty Storke at the DeLand Wal-Mart beforehand, then followed Bob into the park. We lined up our cars in a line of 4, then ate a 10 a.m. breakfast at the Mill restaurant. The food and company were great, and we made advance reservations for our club for next year.

Jerry Peck drove his 1983 Jaguar XJS, Paul and Ursula Suddard came in their 1969 TR6, Vic Hall followed in his 1971 TR6, Gordon and Connie Hart

arrived in their 1974 1/2 MGB, and I finished the pack in the 1969 MGBGT. The Storkes drove their Miata and Scott Keating arrived in his Miata.

We took a lot of pictures, if you go to our club web site, you can watch the slide show of the park, including an aerial view of the park. Look closely and you might see our cars.

When you look at the cars, you will note the rain drops on them. Yep, it rained a little during breakfast, then stopped. I guess that was the preview of things to come, because on the return trip about 3 miles from my house, the sky opened up and I got a free car wash. A quick chamois and all the pollen and dust were gone.



### LUNCH BUNCH

We ate at the Rivergrill on the Tomoka, in Ormond Beach, in the dead center of Bike Week and smack dab on the main drag for motorcycles. And, wow, it was cold, too! But Bob arranged in advance for us to sit in a



warm spot, and we were all toasty under the heaters. Kudos to Celia Martin for driving in all the the motorcycle traffic all the way from New Smyrna.

Other members in attendance were Vic Hall, Ed and Kathy Kufeldt, Charlie and Lind e Richardson, Richard and J o y c e Heckathorn, and yours truly with Ruby. I met a couple, Bud and Mary Miller from Miami, during Bike Week and they stopped by. Bud is vice president of the James Motorcycle Club of America, and told us all about his 1948 James English motorcycle.



### BRITISH CRUISERS

Unfortunately, due to a day-long rain, the British Cruisers drive to check out Washington Oaks State Park on Sunday, March 28, had to be cancelled. I will

try to reschedule it for sometime in April, and will send you an email once a date and time have been chosen. Thanks to all who responded.

### ROMANA'S CRANBERRY BREAD

2 cups all- purpose flour  
¼ cup Old Fashioned Oatmeal  
1 cup sugar  
1 to 2 grated orange peel  
1 ½ tsp. Baking powder  
½ tsp. Baking soda  
½ tsp. Salt  
1 egg  
¾ cup water  
¼ canola oil  
1 cup frozen halved cranberries

In large bowl, combine flour, oatmeal, sugar, orange peel, baking powder, baking soda and salt. In a small bowl, beat egg, water, and oil; stir into dry ingredients just until moistened. Fold in the cranberries. Pour into a greased and floured 9-in. x 5-in. x 3- in. loaf pan.

Bake at 350-degree pre-heated oven for one hour or until a toothpick inserted comes out clean. Cool for 10 minutes; remove from pan to a wire rack.

*Note: You may use dried cranberries or blueberries (frozen or fresh) in place of cranberries.*

Yield 1 loaf.

*Submitted by Romana Colby*

We're always looking for more monthly recipes, so send them in to our editor. Email him at

[Editor@volusiabritishcars.com](mailto:Editor@volusiabritishcars.com)

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### GOLDEN OLDIES CAR SHOW

This will be our 4th British Car Show to honor our senior citizens at the Riviera Assisted Living Facility in Holly Hill. It will be on Saturday, April 17, 2010, from 2 to 4 p.m. This is a beautiful setting for our cars, and comments have always been very positive from both the participants and the

spectators. There is no entry fee, and the presence of music, food or snacks is always a possibility. The management at Riviera can take you on a tour of the facility, plus fill you in on the history of the area from the 1920's. I plan on having a quick club meeting at the end, perhaps around 3:45.

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### DAYTONA BEACH CUBS BRITISH CAR SHOW

Here's something our club has never done before. On Friday, April 23, 2010, members of the All British Car Club of Volusia County will "show off" their little British cars next to the Daytona Beach Cubs Jackie Robinson Ball Park in downtown Daytona Beach.

We will show our cars to the public as they walk into the ball park, from 4:30 until 6:45 p.m. As of this writing, 28 members are expected to attend and show their cars.

At 6:45 p.m., drive your car off the park premises to the area near the Public Library that the Cubs have set aside for us. The Cubs will have their security people swing through during the game. The game begins at 7:05 p.m. and will end around 10 p.m. Root the Cubs to victory against the Tampa Yankees in the third of a 3-game series.

The rain date is Friday, June 7, and the information is the same.

Participants have pre-paid \$4.50 each (regular \$7). Food, drinks, etc. at the game will be at each member's expense.

There will also be a drawing for three Jackie Robinson Ball Park replica castings, pictured below.





VISITS FROM MURPHY

Number 2. Any bolt or nut you break or round off will be in a location too tight to allow Vice Grips to reach.

Number 30. The later you are running, the slower the person in front of you will drive.

MONTHLY TECH TIP

Before I start this article, I apologize to the owners of all other marques in advance. This advice may not apply to your car. My knowledge is limited to the MGB, MGC, Midget, and Sprite automobiles. It is possible that it will apply to other marques, so read on cautiously.

Over the course of 40 years, transporting my British cars via a flatbed tow truck has been both a blessing and a curse. The tow drivers, bless them, want to anchor the car to the bed as quickly and as easily as possible, so they can rush to their next tow assignment. One of their shortcuts is to wrap the anchor straps over the right and left sides of the rear axle, then ratcheting them tightly to the tow truck bed.

Unfortunately, on the aforementioned cars of mine, there is a metal brake line running along the length of the rear axle. (on yours too?) When the tow operator straps down the rear axle, the metal brake line gets crushed flat. This, of course, is a safety no-no if you intend to drive your car again. I found on one car I purchased that this had happened more than once, as its brake line was crushed in several spots along the axle. You might want to check your rear axle for possible brake line damage now that you know..

The fix is not pretty. You know the drill: Raise car rear up and support with jack stands. Remove both rear wheels for easier access and visibility. Drain your brake master cylinder (just the rear portion if you have a double sided reservoir). Remove crushed brake lines. Spill trapped brake fluid on your arm and clothes. Wash up and change clothes. Take old lines to Advance Auto or Auto Zone to find replacement lines of the closest length. Make sure the threaded fittings are labeled "British" so the threads match the fittings on the axle and brake cylinders. Bend and install lines. Anchor lines back to axle to avoid rattle or rubbing a hole through the new line. Inspect flexible brake hose at rear axle brake line union. Replace if cracked. Pull brake drum to inspect / replace / adjust rear cylinders, shoes, drums, emergency brake cable, emergency brake lever and rubber dust boots. Bleed system with Castrol LMA Dot 4 brake fluid, check for leaks, clean up previously spilled brake fluid with kitty litter, lower car, check tire pressure in rear tires, test drive, park. Whew!

So, the next time you tow your little British car, make sure the tow operator doesn't crush your rear brake lines. You can save yourself a lot of grief if you know before you tow.

*Submitted By Craig Colby*

Send your Tech Tips to Tommy Suddard, [Editor@volusiabritishcars.com](mailto:Editor@volusiabritishcars.com).

Sites To See

ABCC's Web Picks

For the MGA (our club's godfather): <http://www.namgar.com/>

For the MGB and Midget: <http://www.mgclub.org/index.htm>

also <http://www.mgcars.org.uk/namgbr/>

For the MGC: <http://www.mgcars.org.uk/amgcr/>

For the Triumph Spitfire, GT6, Herald, Sports 6, and other small Triumphs: <http://www.triumphspitfire.com/>

also <http://www.gatriumph.com/>

For the ABCC of Central Florida: <http://www.allbritishcarclub.com/>

For the MG Car Club Florida (Brevard County): <http://www.mgcarclubflorida.org/>

For the MG Classics of Jacksonville: <http://www.mgclassics.org/mgclassics/Home/tabid/36/Default.aspx>

For a worldwide forum about MGs: <http://www.mgcars.org.uk/>

*Send your favorite websites to Tommy Suddard,  
Editor@volusiabritishcars.com*

## HOW I MET MY BRITISH CAR

This month's article is an interview with our new 2010 Editor, Tommy Suddard. He is a sophomore in the IB program at Spruce Creek High School.

### **What kind of British car do you drive?**

I drive a french blue 1973 Triumph Spitfire.

### **How and where did you find it?**

Well, a reader of our magazine, Classic Motorsports, called my father. He explained that he had a rotting Spitfire in his yard, and he'd like to sell it. He knew my dad had a soft spot (really more of a weakness) for these cars. We picked the car in North Carolina up for \$200, and dragged it back to Florida.

### **What sort of shape was it in when you bought it?**

Not great. It was very rusty, didn't run or drive, and didn't really have any interior.

### **Tell us about the restoration you and your dad did on the Spit.**

Well, we picked the car up when I was twelve, and we did a rolling restoration on it over the next few years. We had it running within two days of pulling it off of the trailer, as it surprisingly needed very little to start, only a distributor rotor and a battery. I was thrilled to find the engine was good, and the car had only 43,000 miles on it.

With it running, we started focusing on making it drivable. My dad did the heavy work, like welding in a new floor and changing halfshafts, while I did the smaller jobs, like rebuilding the carb and rewiring all of the open circuits. I was a little kid at the time, so I couldn't do any heavy lifting. After about a month of work, it was drivable, but it got pushed to the back burner. My dad had other project cars to work on, and I was busy with school. For the next four years, we drove it maybe once a month, as I wouldn't get my license until I turned 16. It wasn't until recently that I've started to work

on it again.

### **Is it your daily driver to school, or do you drive it only on special occasions?**

It's kind of an interesting situation. At first, I had planned on making the Spitfire my daily driver. Then, reality started to set in. I had planned on going to Seabreeze High School, which is only a 10 minute drive from my house, on surface streets. When I was accepted into the IB program at Spruce Creek, though, things changed. Instead of a gentle 7 mile commute, I now faced a 25 mile-each-way commute on I-95. Not quite the perfect drive in a little British car. It was painfully obvious that a Spitfire wouldn't cut it, so I started searching for another car. At the same time, I realized that a Triumph Spitfire probably wasn't the best automobile ever produced.

At this point, I was 15 years old. I'd been autocrossing Go-Karts since I was eight years old, and I'd been doing hot-laps on the track since I was twelve. Even though I loved the Spitfire, I secretly yearned for something that could be made fast, and didn't have those stupid carburetor things you people call an air/fuel mixing system. Don't get me wrong, I love the character of carburetors and know how to tune them, but as much as I tried, I couldn't plug my laptop into my Spitfire to adjust the fuel maps.

## Contact Us

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Naturally, I used the “problem” of having to find a real car to supplement the Spitfire to my advantage. Like any 15-year-old, I told my father I wanted a racecar, and like no other 15-year-old, he said he thought that was a great idea. Unlike my friends who ended up with Hondas or Toyotas, I had spent years learning car control, and it was finally paying off. My dad said I was competent enough for a cool car, and asked me what I wanted. I’d always loved E30 BMWs, the last of the little boxy BMWs that ended in the early 1990’s. These cars are comfortable daily drivers, they handle very well, they (barely) have enough room for my friends, and there is a huge aftermarket parts source for them. I told dad I wanted an E30, and he agreed with me wholeheartedly.

With my father’s support, I began car hunting. But before I could even look at a car, my dad received a call from another reader. This time, the guy had an E30 rotting away in his front yard, and he wanted to give it away. We once again dragged the car home, and looked it over.

Boy—was I surprised. The guy had said it was beat up, but I had no idea the scale of the destruction. It was worse than the Spitfire had been. The car was leaking (both rain and fluids) all over, the paint was shot, every mechanical piece was broken, the interior was junk, and it needed several body panels replaced. Long story short, I started writing about it in the magazine, and acquired a few sponsors. A year later, I had it completely restored. I ended up doing 99% of this one by myself, as I had finally gotten strong enough to do the heavy lifting. The sensible thing to do would have been to leave it stock, and have a perfect daily driver.

But, teenagers are stupid. I immediately tore it apart again, this time replacing parts I had already replaced with go-fast goodies. Another year of my life, and I ended up with a car that suited me perfectly. I raced it almost every weekend, and drove it to school every day.

Of course, then I remembered my little Spitfire. It hadn’t been driven in nearly two years. My dad had spent all his time working on the Sunbeam Tiger, and I had spent all mine working on the BMW. So I once again tore into the car, and finished up the restoration. I put a new top and

interior in it, replaced the thrust washers in the engine, cleaned up everything under the hood, and buffed out the paint. After a few weeks of work, it was running and driving again, and I resolved not to let it sit this time. For the past year, I’ve been driving it every chance I get. I take the BMW to school every day, but when I get home in the afternoon, I always choose the Spitfire to run an errand or go over to a friend’s house. Because I use it so much, it’s the most reliable car in the family, besides the new Honda.

### **What do you like and dislike about the Spitfire?**

I love how tossable it is, even my 2500 pound BMW feels heavy compared to it. And having a convertible in Florida is great. I also like how well the Spitfire does on gas. With my heavy foot and the modifications, I only get 22 mpg in the BMW (and it takes premium—ouch!). In the Spitfire, I can easily pull 35 mpg. I also like driving it because everybody loves it. In the black BMW, I get tailgated, cut off, and generally hated on the roads. In the Spitfire, people don’t tailgate me, they let me out, they wave, etc. The Spitfire stands out so much, kids at school ask me constantly if I have a blue convertible. I say yes, and they say “Oh my gosh, I totally saw you driving around yesterday!” And by far my favorite thing about the Spitfire is how easy it is to fix. When the BMW breaks down, I’m on the side of the road Googling fault codes on my phone, and playing with a multimeter. When the Spitfire fails me, I can fix it with my multi-tool and duct tape.

As far as what I don’t like about the Spitfire, it isn’t the most practical car ever made. I can’t put friends in the back to go to the movies, and I have a hard time putting my bike on the roof like I do on the BMW. It’s also slow, but that should be fixed soon.

### **What are your future plans for yourself, and for the Spitfire?**

Well, I’m about to tear the Spitfire apart again, and do a real restoration this time. It’s already got a



spot at the body shop, where it will be getting the last of the rust fixed, and a fresh coat of paint. I've also got a fresh box of go-fast goodies to put on it once it's painted, including shocks, springs, sway bars, a roll bar, and wide wheels and tires. It should be a fun little screamer when I get it finished. Until then, though, I'm basically going to keep driving it as much as I can. I hope to see all of you driving your little British cars, too.

Submitted by Tommy Suddard

*We're always looking for stories like these. If you'd like to tell yours, send it to our editor, Tommy Suddard*  
[Editor@volusiabritishcars.com](mailto:Editor@volusiabritishcars.com)

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#### MG 1100 FOR SALE

I just found out about a nice 1963 MG 1100 for sale locally. I have driven this car, and showed it at our Golden Oldies Car Show in 2007. If you have never seen one, I can only describe it as being close to the Austin Mini Cooper, but a little larger. It has a back seat!

The owner states "\$3,500. Firm. Ready to go. Lots of new parts installed, lots more new parts in the trunk. This is a good deal. Call me if you are interested, my cell is best: 630-319-2002.

So, if you are interested, or know someone who would be interested, please get in touch with Robert Wilson.

#### MGB/GT FOR SALE

FOR SALE- 1970 MGB/GT. It is the original color blue (almost a cobalt blue), and the title is in my name. We owned the car for 25 years—there was one other owner before us. The interior is a tan color (the way it was first sold). It is in excellent shape except the driver's-side seat is worn slightly. The dash is excellent, all of the tires are excellent, there is no rust. It has been kept in the garage or under cover. We live in the mountains of North Carolina not near the sea. All of the gauges work except the odometer, which stopped working recently; the car has 60,000 miles on it. I have many MG manuals, catalogues, etc., but no extra parts. My asking price is \$12,500. I look forward to hearing from you and would welcome a visit from someone who is interested in the car.

Contact Nancy Davis. [Nanasaurus@earthlink.net](mailto:Nanasaurus@earthlink.net)

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#### MGB ROADSTER DOOR FOR SALE

Passenger side, \$50.00. I bought it off eBay and drove to Tampa to pick it up after my son smashed the side of my 1973 MGB roadster. I had it stripped and primed, but before I could get it installed, he totaled the car in another accident. The door should fit all MGBs except pull handle types. Contact Craig, [cwcolby@hotmail.com](mailto:cwcolby@hotmail.com)

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#### CLASSIFIED ADS WANTED

We're starting our classified ads section back up, so send your advertisements to our editor.  
[Editor@volusiabritishcars.com](mailto:Editor@volusiabritishcars.com)

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#### BUSINESS CARDS WANTED

If you'd like to have your company business card in the newsletter for free, email our editor.  
[Editor@volusiabritishcars.com](mailto:Editor@volusiabritishcars.com)



THE MG BRAND IS ALIVE AND WELL



颠覆两厢三厢格局  
 新基准中级轿车 MG6  
 12月22日 革新上市



**Fast-Back外型新基准**  
 Fast-Back固式审美颠覆设计  
 Wind-Flow英伦风秀曲线  
 1:1.2革新厢式比例造型

**UK-Trend内装新基准**  
 • Flight-Instrument 飞航舱实时仪表  
 • H.I.C 高集成飞瀑式中控平台  
 • All-In-One 一体式智能方向盘系统

**M.I.M空间新基准**  
 • 2705mm 跨级超长轴距  
 • 1379L 动态优化空间  
 • 429L 超纵深行李空间  
 • 16+ 人性化储物体系



我们需要一个新的基准, 真正实现忠于自我的驾驭人生。全新MG6, 打破对传统的复制, 革新而生! 秉承UK Design 英式造车理念, 颠覆两厢三厢格局, 创领外型、内装、空间、性能、智能、安全六维新基准, 成就这个时代对于中级轿车的至新定义。



MG6 in China

(translation)

IN PICTURE

“New Standard...mid-size car, new on the market, Coming December 22, 2009”

BELOW MAIN PICTURE (RIGHT)

“We need a new standard that realizes our true desire to control our lives. This brand new MG6 is revolutionary, breaking through the limitations of traditional designs. Based upon the UK design and ideals of cars, MG6 gives mid-size cars of this era a brand new definition... as it leads in six new standards: outward appearance, interior design, spaciousness, high performance, high technology, and safety.”

BELOW EACH OF SIX PICTURES (LOWER LEFT)

(top)

outward appearance

“Fast-back sport car look... a line from the top to the tail of the car reduces the obstruction of wind flow, thus more stable.”

interior design

“Continues UK trend with all-in-one steering wheel that controls everything. Airplane like flight instruments”

spaciousness

2,705 L outside dimensions, 1,379 L inside car, 429 L for luggage and 16+L for storage.”

(bottom)

high performance

“50-50 weight distribution distributes weight of car evenly while wind-flow pushes it down”

high technology

“Multi-core Bus, CTC – computerized, Multi-format for multi-media communication system.”

safety

“SCSII nine position safety system and NCAP five star crash prevention safety design.”

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The car was seen on a back street in Beijing, China last month by a club member (Mike Schoonmaker, Brown 1980 Spitfire) who later saw this advertisement in the China Air.