



The British Connection



Bob Gilpatrick's Pembleton Supersport

Message from the ABCC Club President

Happy Fourth of July to you. I hope you will enjoy fireworks in your community, if allowed, and I also hope none of the wildfires will be threatening your home. I guess everybody is staying busy, because I haven't heard too much gossip from all of you. I found out that Steve Bradley has thrown in the towel, and is going to get his MGA master cylinder re-sleeved. Steve says he is tired of rebuilding the thing. Me too, as Ruby's master cylinder in her MGC GT is leaking again (and I thought I did such a good job rebuilding it 4 years ago.) They are not cheap, but I am also looking into a re-sleeve. John Bellmore wishes someone had been looking when he got his Mini "redesigned" by another driver.



Continuing Summer Fun Lunch Bunch, June 1, 2011

Italian was the venue, and good food and company was the order of the day. ABCC members dined at La Dolce Vita, in DeLand. 15 members ventured forth to sample the cuisine, and reports were all positive. Those dining were Jim Lubinski, Mike and Gene Schoonmaker, Bob and Betty Storke, Luke Coderre, Gary and Sylvia Thomas, Jan Radigan, Paul and Ursula Suddard, Richard Heckathorn and Joyce Moser-Thomas, and Don McBride with friend Shelly Radford.



La Dolce Vita Restaurant

Remember, this is a first Wednesday event, contact Bob Storke, to get notified in advance for each location throughout Volusia and Flagler Counties. rstorke@cfl.rr.com

There were no other activities accomplished by our club in June.

CLUB OFFICERS -
Craig Colby -- President
Vice President -- Gordon Hart
Secretary -- Connie Hart
Treasurer -- Steve Bradley
Editor -- Gene Schoonmaker

**(Continued “ Message from the President)**

John says maybe his car just doesn't want to be driven? We hear from Tom and Suzanne Walters every now and then. At last touch, he was in Canada and snapped a photo of an MGB sitting forlornly in the rain. No date set yet for the big event in Vic Hall's future. We will keep you posted when something is known. I am expecting photos and details from Ken and Deanna Deleeuw about their trip to **MG 2011**. They drove their V-6 fitted MGB to the event. Hooray for air conditioning!

What did you and your car do in June? Gordon Hart reports that his MGB is running well after a dose of Sea Foam, and expects to drive it to this month's Lunch Bunch. I saw Ed and Kathy Kufeldt recently, and they report that their MGB has been receiving regular exercise around town as well. Bruce Worth has been quiet, so I guess that means his big Healey is down from North Carolina and being meticulously reassembled. Mark and Carol Bigelow are chasing some Lucas gremlins out of their positive ground generator system on their TR3. Frank StAngelo discovered that the distributor cap on his dizzy was the wrong size, and once he replaced it with the right one, his MGB almost purrs. I spent much of June resurfacing the brake drums and rotors in the MGB GT. I changed the wire wheel front and rear hubs on it for steel wheel hubs, and then installed a set of Minilite look-alike wheels. No more ghetto gold wire wheels on that car! What do you think of the before / after photos?



Treasurer Steve reports our memberships are at 57, which equates to 99 warm bodies. Bob Storke has club paraphernalia, like hats and shirts, get in touch with him to place an order.

Check out the ads in our classified section this month. We recently hear from Joe Vetter, who recently renewed his auto insurance on his little British car, and was very pleased with the local company he found. You can contact Joe (profjoevetter@gmail.com) to get all the money-saving details.

While no event was planned for June, we do have an event coming up in July, so read the details in this newsletter. We appreciate the feedback we get from our members about activities. And our Ruby says thank you for all the get-well wishes from you fine members.

Keep swatting the mosquitoes and dodging the Lovebugs.

MGC ya,
Craig



FIREWORKS FUN FOR JULY

LUNCH BUNCH DISHES IT OUT

This month, the Lunch Bunch will meet and eat at *The Dish Tavern and Grill*, 1185 West Granada Boulevard, Ormond Beach. Meet at 1 p.m. on Wednesday, July 6, 2011. It was recommended to park behind the restaurant in case the front parking lot is full. Coordinator Bob Storke has requested that you RSVP before July 4, to rstorke@cfl.rr.com.

CLUB SOCIAL WON'T BE ELUSIVE

Too hot for you during the days of July to do anything social? How about a nice air-



(Continued "Fun for July")

conditioned place where you can sit and watch people walk past in the heat while you enjoy a nice beverage chatting with your friends in the relative cool of the afternoon.

Where is this place, you ask? Join us on Saturday, July 16, at the *Elusive Grape*. It is located at 133 North Woodland Boulevard in DeLand. That's U.S. 17-92 for you east side members. There is parking behind the Grape in your choice of 2 parking lots. Their phone number is 386.785.2467.

We will start the afternoon at 4 p.m., and end at 6 p.m., but the place closes at 10 p.m. should you chose to continue your visit. As last year, we plan to again raffle off a bottle of wine, so come and get lucky. Also, hors d'oeuvres (did I spell that right?) are going to make an appearance, but be fast before they all disappear. ABCC member Luke Coderre can answer any questions about the offerings at The Grape, so be sure to make his acquaintance while you are there. We hope to see you there, but keep the hood up on your little British car in case of rain.



HAPPY BIRTHDAY TO *Kathy Kufeldt*
And
HAPPY ANNIVERSARY TO
Burt and Celia Martin
It's a BIG one folks - 7/27/55

Today's chuckle:

A Montana sheep farmer was driving his Jaguar down the road outside of Billings one day when a State Trooper pulls him over and says, "Hey buddy, you know youjust made a U-turn"?

The farmer replies, "I did? I know sometimes I make their eyes roll."

Poor Idle on Jaguar E-Type and Other British Cars With CDI

"I once owned a 1973 XKE V-12 Jaguar roadster with a 4-speed gearbox. It was BRG with biscuit interior. This car had been neglected and needed a lot of attention and I eventually fitted a new top and proper Avon tyres. The engine had a problem that stumped me for a very long time. The V-12 would idle on 10 cylinders but above 1500 rpm it would fire on all 12. At first I thought I would change the distributor cap, rotor and ignition wires, but when I found out the cost I thought I would trouble-shoot it down and find the real culprit. The solution came to me one night. "The Lucas ignition used on this engine is a CDI capacitor discharge ignition. It is triggered by a magnet moving past a pick up coil. Lucas uses a plastic disc placed under the rotor with 12 pin-sized ferrite magnets in it. This rotates past a pick up coil (it looks like a audio tape-head). At slow speeds (idle) a weak magnet will not fire the CDI. The faster the magnet moves past the pick-up (over 1500 rpm) the greater the signal and it will then fire the CDI pickup. It is a lot like swiping your debt card through a reader slow: do it slowly and it will often not read but do it quickly and works every time. So how did these two magnets get weak? Someone apparently had used a metal feeler gauge to set the gap between the magnet disc and the pick-up coil. The ferrous feeler gauges will deplete enough of the magnetism from these little pins rendering the system unpredictable inoperable (at least for those pins affected). That was the problem. You might have noticed if you have a good set of feeler gauges (Snap-On or Craftsman) there is a brass 10/1000" (0.010") gauge in there. That is the one you use to set this gap. If your feeler gauges do not have one like this, go find one before you set this gap space. MGs and Spitfires all use the same type of distributor; so does Ford and GM, only their magnets are more robust. So the lesson to be learned here is that if you do not have a brass feeler gauge use the thickness of a business card to set the gap (or go find piece of brass sheeting stock that is 0.010" and use it). It will save you a lot of time and money. "And how did I remedy the problem once I found it? I figured out which magnets were bad and replaced them, but most of you will



(Continued “Fun Article for July”)

I read an article in a magazine (Classic and Sport Cars) that summed up the Brits feelings. Titled “Bodged U.S Healey, Potential Death Trap,” the article told the story about a recent import from the

U.S. that was made up from a front portion of a Healey MK I and the rear of a MK II welded together. The article went on to say this Healey is a horrifying example of the bodged cars being palmed off on unsuspecting British buyers. The story continued to get a whole lot less complimentary about UGLY AMERICANS.

Unfortunately. Mr. Van Winkle, you are an UGLY AMERICAN by association. The kindest thing they said in the magazine article was what we are doing to the Brits is appalling, dangerous and it’s typical of what Americans do to their cars.

Have a nice trip.Cranky

YOUR MONTHLY MEMO FROM MURPHY

28. Your car will run out of gas where there is no gas station or cell phone reception. (You already knew this one, right?)

39. No matter how consciously you try to be a good driver, you will always piss someone off.

**Clubmembers - I would like to have an article from you regarding how you came upon your English car, or where you found your car, or perhaps some exciting information about what you personally have done to make your car run better, look better or anything we might find interesting about your valuable British car. We will put your interesting article in the newsletter. Thanks!
Gene Schoonmaker, Editor**

Upcoming Events, July

What Is the Club Doing in July and Beyond?

July 6, 2011, Wednesday, 1 p.m. Lunch Bunch at The Dish in Ormond Beach. See article in this newsletter to get the details. Also contact Bob Storke rstorke@cfl.rr.com to RSVP.

July 16, 2011, Saturday, 4 – 6 p.m. Club Social at the Elusive Grape in downtown DeLand. See article in the newsletter to get more information.

And Beyond:

August 3, 2011, Wednesday, 1 p.m. Lunch Bunch destination unknown at this writing, but you can bet Bob Storke will have a great spot chosen for August. Thanks Bob.

August 13, 2011, Saturday, 10 a.m. to 1pm Watch skydivers fearlessly land in the cool of the morning outside the Perfect Spot Restaurant at the DeLand Airport, then adjourn to the Main Street Grill (100 East New York Avenue) in downtown Deland for lunch. One lucky member gets a free lunch!

And After Beyond:

September 7, 2011, Wednesday, 1pm Lunch Bunch, to be announced

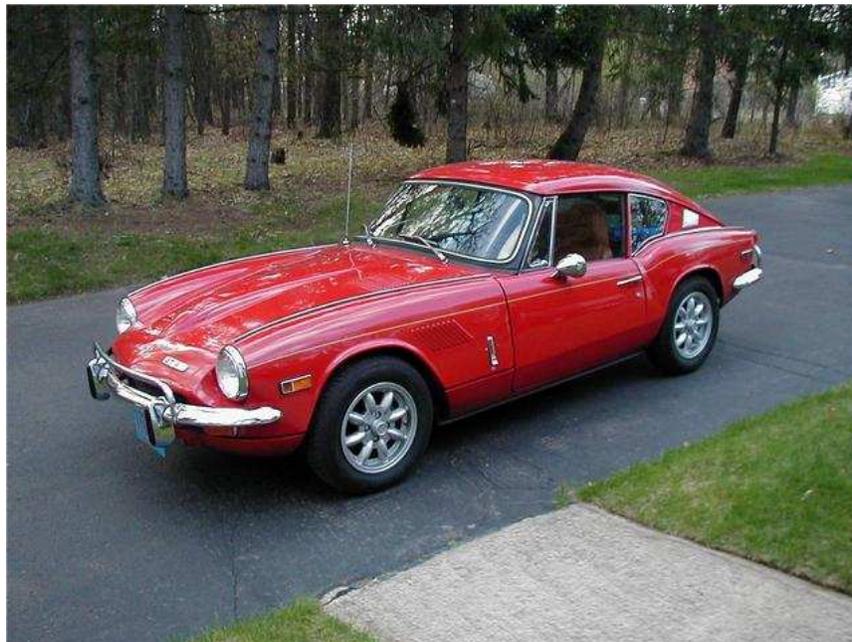
September 17, 2011, Saturday, 2 – 4 p.m. ABCC Salutes Our Veterans, at the Emory Bennett Veteran's Nursing Home in Daytona Beach, by hosting a British Car Show for their residents.

September 24, 2011, Saturday British Cruisers go Air Boating. Look for an email from Craig as this event gets closer.

If you know of any other British car events going on, please let us know so we can spread the word. Thanks from your club officers.

FOR SALE:

1970 Triumph GT6+ - rare and in great condition - some mods - original paint (Signet Red) - a screamer and guaranteed to turn heads - must see and drive to appreciate - downsizing - reluctant sale - \$15,000 OBO - contact Jim McCarthy for more info - jimac49@yahoo.com or 715-456-8409 (not until July).



British Car Owners and Miata Owners:

I can save you \$\$\$\$ on new Moss Motors Parts for MG, Triumph, Austin Healey, Jaguar, Mini and Miata. Just look up the parts you need in the Moss Catalog or online and note the part numbers. Give me a call and save a bundle. Large restoration project orders or small, the savings are worthwhile.

Dick Goudey 386-760-5794 727-743-9287

FOR SALE:

1968 MGC-GT - 53,000 original miles!! - rare & in great condition – BRG, manual 4 – speed, the "hot-rod" MG - 150HP - always garaged - new rear wires w/ splines - water pump replaced 10,000 miles ago - runs well - reluctant sale - need to see to appreciate - included with price MGC-GT early Sebring Replica Set - I purchased this kit back in 1996 and it's an authentic kit for the MGC - this kit has all the panels, including the wheels (fender) - the only thing that has to be done is to attach the panels to the car - no cutting etc/modification needed - \$14,500 OBO - for more info contact Jim McCarthy at jimac49@yahoo.com or 715-456-8409 (in July).



MGB Piston Set and Piston Rings For Sale

New in box. They will fit 1971 through 1979/1980 engines. Here are the particulars:

Piston rings, 4 boxes available, each box of rings is a full car set for standard bore, manufactured by Hastings, part #9526. The rings currently list for \$80.00/set. Sell for \$35.00 per set.

Pistons, one set available, manufactured by A/E, part #18802/U1. Standard bore.

Piston Set AE Hepolite Brand for MGB 1972 to 1980 Press Fit Style 8.8-1cr. Sets include pistons, rings and pins. List price \$234.00(MG parts source), www.Britanniaparts.com lists at \$319.36, Sell for \$150.00 firm.

Contact John Bellmore, owlseye@bellsouth.net, or call (407) 474-3582 (cell) to discuss availability and prices.

ABCC RECOMMENDED WEB SITES



Our club's web site: <http://www.volusiabritishcars.com/>

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/amgr/>

For the MG: <http://www.mgexperience.net/>

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

For Jaguar: <http://www.jaguarexperience.com/>

For Austin Healey: <http://www.healeyexperience.com/>

For the Austin and Morris Mini: <http://www.minishrine.com/>

For the Morris Minor: <http://www.morrisminorforum.com/>

For the Land Rover: <http://www.serieslandrover.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/>

One of our members publishes the Grassroots MotorSports magazine: <http://grassrootsmotorsports.com/>
and Classic MotorSports magazine: <http://classicmotorsports.net/>

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