

The British Connection

Message from the ABCC Club President



Hello from Sunny Florida! I say this because many of our members have, or are in the process of, leaving our fine county for different climates. The Kufeldts are back, as is Red Meyer, from their trips. So, wherever you are when you read

this, greetings from the club president!

So, what's new with you and your little British car? Steve Bradley has his brake light switch installed, Eric Salvioli has a new 1972 MGB GT in his driveway, Paul and Ursula Suddard want

Upcoming Events

June 27

SCCA Autocross

www.cfrsolo2.com

July 7, 1 pm

Lunch Bunch, Snack Jacks on AIA, north of Flagler Beach.

Contact Bob Storke,
rstorke@cfl.rr.com

July 17

Vic's Tour of the Tomoka Loop and Princess Place

Do you know of any upcoming events in the local British Car community? If you know of something that should be on this list, email the editor at Editor@VolusiaBritishCars.com



CLUB OFFICERS

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



their mechanic to install a thrust washer in their TR6 engine, Bob Storke's TR8 is back on the road with a "simple" fix to his alternator, Larry Hamilton is hoping to fix his brake lights to avoid any future attention from the police, Dick Meyers still has his MGA in a state of disassembly but is making progress, Kevin Lemire has his MGB on the road and it looks great, Frank StAngelo has his car running better, now that he has changed his spark plugs, Joyce and Richard Heckathorn are sharing a cold and we wish them a speedy recovery, David Wallens is getting a new spoiler on his Porsche, Tim Suddard has a new Mini Cooper plus took a trip to Miami for some action with his Triumph, and I spent two hours sitting in the rain on the side of the road one afternoon waiting for AAA to give me a tow home

after my MGBGT fuel pump shorted out on the watery road.

Good grief, what about Facebook? Wayne Deswert just joined, and a bunch of our other ABCC members are already on Facebook. Treasurer Steve reports 43 current ABCC memberships (= 71 warm bodies), and a lot of those are listed in Facebook. So, the next time you are on Facebook, look for some of our ABCC members and you can see what they are up to.

You won't need to go to Facebook to see what we were up to in May. Just read further in the newsletter, and you can catch up on our past activities, as well as our upcoming June events. I'm looking forward to seeing you there.

MGC ya,
Craig

AIR BLOWS BUT GREASE DOESN'T

Sooner or later, you will encounter the dreaded stuck piston in a brake / clutch master cylinder, or a clutch slave cylinder, or brake wheel cylinder. Decision time. You already know they are getting crazy prices for a new cylinder, and the new one is probably made in China. "I can save a lot of money if I do it myself with a rebuild kit," you rationalize. "But I can't rebuild it until I get the piston out."

"Ah ha!" you exclaim, as a wave of brilliance flashes through your brain. "I'll hook up my little 5-gallon 200 p.s.i. air pump to the fluid input hole in the cylinder, and just blow it out."

STOP

This will probably work, but be careful. Air has a way of doing nasty unexpected things when under pressure. Whatever was holding that piston in place could suddenly release under too much air pressure. Once it starts to go, IT GOES! You could end up shooting yourself, or something in the garage, with the piston, plus damaging the piston in the process. Some have told me to just wrap the cylinder with a towel, and it will be safe to blow it out. Uh huh, sure. Then you do it. I'm not taking a chance of putting out my eye just to save some time. Safety Fast, remember?

This is what I have done. I went to the local store that sells hydraulic fittings. I bought the properly threaded grease nipple to screw into the offending cylinder. On one project I had to use an adapter to match up the threads, so take your unit

with you so you can get the right fittings. I used my grease gun to slowly pump grease into the cylinder. One can still build up pressure with grease, but it won't rocket out the piston once it releases. I store the grease nipple apparatus in a zip lock bag where I can find it again. I have used mine on several rebuilds. Note: I have not tried this with disc brake calipers.

Granted, it was a bloody mess to clean up. But the grease holds all the little springs and clips and rings and piston parts together when they come out. Nothing gets lost. A thorough wipe with shop rags and mineral spirits will remove that grease. Once out, I was careful to lay the parts on a clean surface and in the same order so I could reassemble everything in the proper sequence according to the Bentley Workshop Manual.

You know the rest: inspect the bore of the cylinder. Continue with rebuild, or buy a replacement unit? Yes, you spent an hour squishing out the piston and cleaning off the grease, but now you know the condition of the internal components and bore firsthand. You can DIY, or have a mechanic rebuild it, or buy a shiny new one. Either way, you still had to take the part off the car (with some exceptions).

As an alternative, there are companies that can re-sleeve a cylinder if the one for your car is now Unobtanium. As our cars approach Senior Citizen age, re-sleeving may be the best way to repair these highly important parts.

MANY MAY EVENTS

May was a good month for members to participate in club events. We accomplished 3 activities in May.

The Lunch Bunch met in DeBary, at the ever-popular Wong's 8th Wonder Kitchen. We saw some familiar faces, plus those of guests of Gary and Sylvia Thomas. Jim Lubinski, a past ABCC member, paid us a visit too. Remember, if you want to be on the email list of site locations, email Bob Storke, rstorke@cfl.rr.com, and he will alert you in advance. The British Cruisers headed to St. Augustine later in May. We formed a group of 5 cars in Ormond Beach, then drove north on John Anderson to High Bridge. From there, we journeyed to St. Augustine via A1A, and the view of the ocean and different house architecture styles was certainly striking. (My favorite was the Pirate House in Flagler Beach.) We lost Frank somewhere along there, as his spark plugs were misfiring, so we continued as a group of 4 cars. At the Bridge of Lions we had to stop due to a shrimp boat causing the bridge to be raised. I was glad I drove the GT, as those in convertibles suffered in the hot afternoon. Once past the bridge, we linked up with Vic Hall, and reached our destination of the King's Head Pub north of the city. It's quite an interesting place, and I recommend that you check it out sometime. ABCC members cruising to

the pub were Frank St Angelo, Paul and Ursula Suddard, Tim and Tommy Suddard, Vic Hall, and yours truly. I emailed pictures of the cruise to you, so if you didn't get them,

email me and I can send them to you again.

The club picnic was also well attended, and enjoyed by everyone. Some of us rendezvous'ed in Ormond Beach, then drove the Tomoka Loop to High Bridge. From there, we drove A1A to Washington Oaks Gardens State Park. We parked and enjoyed a lovely picnic under ancient oak trees with a view of the Intracoastal Waterway from our table. After the meal, some members explored the nature trail and gift shop, while the rest of us caught up on car stories while we waited. From the gift shop, we drove across A1A to The Rocks, a natural outcropping of coquina rocks right on the beach. The formation extends from that spot all the way north to MarineLand. Those members picnicking and rock exploring were Gordon & Connie Hart (1974 1/2 MGB), Bob Storke (1980 TR8), Kevin Lemire (1976 MGB), Roy and Linda Sleeper (1958 MGA), Ed and Kathy Kufeldt (1971 MGB), Doug and Brenda Causey, Vic Hall (1992 Jaguar), Ron and MaryEllen Watz (1959 TR3A), Mike and Gene Schoonmaker (1980 Spitfire), Paul and Ursula Suddard (1969 TR6), Tommy Suddard, and myself and Ruby via her trusty Villager. Thanks to all who came and shared their food and their warm personalities. We compiled over 90 photos, and emailed some to you. You can also view more of them on our club webpage <http://www.volusiabritishcars.com/> (Thanks again to Scott Keating for a great job on our web page.)



CONTRIBUTE TO THE CLUB NEWSLETTER

Most of this newsletter is based on member contributions, and lately, we haven't been getting very many. Please keep sending things in, as this newsletter belongs to you, and wouldn't be around without your input.

RECIPE OF THE MONTH- CORN AND BLACK BEAN SALAD

(I snuck into my wife's hard drive when she wasn't looking and took this one for you to try. If you were at the Washington Oaks club picnic, Ruby brought this for the group.)

- 1 can (15-¼ ounces) whole kernel corn, drained
- 1 can (15 ounces) black beans, drained and rinsed
- 1 medium sweet red pepper, chopped
- 1 medium tomato, seeded and chopped
- 6 green onions, chopped
- ½ cup chopped red onion
- 1 jalapeño pepper, seeded and finely chopped*
- optional: 1 garlic clove, minced
- ¾ cup Italian salad dressing
- 1 Tablespoon minced fresh cilantro or parsley
- 1 Tablespoon lime or lemon juice
- ¾ teaspoon hot pepper sauce
- ½ teaspoon chili powder

In a large bowl, combine the first eight ingredients. In a small bowl, combine the salad dressing, cilantro, lime juice, hot pepper sauce and chili powder. Pour over corn mixture and toss to coat. Cover and refrigerate for at least 6 hours or overnight. Serve with a slotted spoon.

Yield: 6-8 servings.

*Note to self: When cutting or seeding hot peppers, use rubber or plastic gloves to protect your hands. Avoid touching your face or eyes.

Submitted by Craig Colby

Do you have a recipe you would like to share with the group? Email it to Tommy or Craig. We are always "hungry" for recipe submissions.

SUSPICIOUS CAR SPOTTED IN PONCE INLET

News Flash: ABCC members recently reported seeing an unusually adorned British car in



their neighborhood in Ponce Inlet. The car, a Sebring Red 1983 Jaguar XJS coupe, sported a strange sign not commonly found on British cars in this area.

A closer look at the sign revealed that it is an automobile operated for a local township.

One can only wonder how this municipality was able to use a vehicle with such class and elegance for that purpose. Will other Volusia County cities follow this example? Keep your eyes open, you never know...



MONTHLY MEMO FROM MURPHY

#4. When you need to find a replacement bolt or nut for your project, you will have 50 assorted bolts and nuts in your parts bin, but none of them will be the right size.

#47. Protecting your car's exterior by parking in the furthest and most empty area at a shopping centre will result in at least one ding on the side of your car by the time you return.

The number of dings to your car is inversely proportional to the time you spend in a store.

Therefore, the more you worry, the bigger the ding.

HOW I MET MY BRITISH CAR

There It Was There it was, the holy grail, the mother load, the legend amongst legends, a 1960's TVR with a 289 hi/op motor, for sale on Craigslist last month for \$1500. My first thought was, could this be one of the legendary 50 or so TVR's built by Jack Griffith, at Griffith Motors, in Plainview, Long Island; the East Coast equivalent of a Shelby 289 Cobra.

I was only around 12 years old at the time they were built, but I still remember driving past Griffith Motors and seeing the TVR Griffith's for the first time. I was in the back seat of my parents car, as my mother drove my father to work, so she could use the car. We were a one car family in those days. To this day, I still love the look, style and history of the early TVR's and I'm always on the hunt for them.

After several phone calls, I made contact with the owner and set up an appointment for the next day to see the car. I also called Aaron Duncan to go look at it with me. The owner had told me it was her grandfathers car, but he had stopped using it and had taken the motor out so that it couldn't be driven; her grandmother was scared to drive it, and it had been sitting outside for some time. So, the next morning, Aaron and I took the drive to St. Augustine to go look at the car.

When I first saw the car, I have to say, it looked pretty bad. Coming from me, that's probably an understatement, I mean it looked so bad, you could probably use "carbon dating" to figure out the year, but I still was thinking of the possibility that this car was a diamond in the rough. As Aaron walked up to the car, he basically just made a u turn and was ready to leave. I was not ready to leave that quick, without further investigation to see what this car actually was. After looking at the car for several minutes I realized it had the wrong body and bonnet (hood) to be a



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

Griffith, which was a disappointment. It was a later car, but it was not the right body for a TVR Vixen either, the Vixen was an earlier car. Anyway, I could not figure out which model TVR this was, and wondered : was this an early Grantura with a later Vixen bonnet(hood) that had been converted to a V8? I had never seen a TVR that looked exactly like this one. The car had no VIN# on it and the owner could not find any paperwork for the car, and would not sell it for less than the \$1500, saying she had turned down an offer of \$1000. There were still several questions that needed to be answered before I would be willing to take the plunge and acquire another project (scrap heap).

The fiberglass body had been out in the weather for so long, all the glass fiber was showing through and the body looked sort of furry. Also, the original owner had cut the fiberglass tail off another car and grafted it on to the rear of the TVR, ruining both cars in the process. The frame was so badly rusted, everywhere I touched it, it turned to dust, but the 289 motor mounting points were still there. The motor was under a shed roof but the weather had taken a toll on that, too. The owner said the car originally had three 2bbl carbs, but was swapped for a 4 bbl and the three 2's were gone. After about an hour of looking I told the owner I would have to think about this before I committed to buying it and I would let her know in a couple of days what I decide.

When I got home I did a search of my house for my TVR history magazines, but they were no where to be found. The next morning I called a TVR expert and questioned him about TVR's trying to identify this car. As it turns out someone else had looked at the car and sent him a photo by phone, and he wanted to buy the car and said he would give me \$2000., and go pick it up himself the next day. So without any other research, I called the owner, agreed to the \$1500 sale price. I figured \$500 in my pocket was a good deal on this car.

The next day I met my buyer and we went to

St. Augustine to get the car. He came prepared with a pickup truck, a trailer, TVR wheels and tires with air, jacks, straps and tools. It took about two hours to get the tires on and to roll the car on the trailer at which time the frame cracked in half and the front of the car dropped to the ground. I was glad I had been paid my "finders fee" already. At that point we just strapped it down and left.



There was another car there also, a 1960's Beach sport racer that used a Honda s600 car motor, which I purchased for \$200 and sold to the same buyer for \$300.

I was happy having made \$600 that day, but now I realize I should have done my homework. My buyer was Hayes, owner of wirewheel.com. Go look at this website. He already has

both cars, basically as he got them, listed for sale on his web site. The TVR is already sold and was listed for less then two weeks. I didn't see the sale price, but I'll give Hayes a call and let you know. He was able to figure out that this car was one of the 28 (24 LHD and 4 RHD) TVR Tuscan V8's built. They were only made for one year, 1967. So, Yea, I owned a 1967 TVR Tuscan V8 once!

Submitted by Eric Salvioli

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DEAR CRANKY

Dear Cranky,

My wife and I recently purchased our dream home in a rural area of Volusia County. We were extremely excited to have room to build a garage for our 1976 TR7. In the beginning, all the neighbors were very friendly, would wave as we drove our Triumph by their houses. They even sent over a rhubarb pie. Now they call their kids in, close the windows and doors when we go by. Cranky, what do you think is driving these local yokels??

Mr. Wedge Field

Dear Wedge,

Your problem is that stupid car you drive, your neighbors are no doubt worried about the shape of things to come, a wedge-shaped garage to park your dumb "door stop" shaped car in. I'm sure the whole world has heard of all the bad luck that happened to British Leyland when they bet the Company store and lost on the radical TR7 design,

plus being plagued by union problems. Rumors were running rampant about the UK workers sabotaging them, parts falling off etc. The TR7 engine was an OHC two liter slant four developing 90 horse power. The engine design was actually a V-8 cut down the middle. In spite of all the bad press, they sold around 112,000 cars, making TR7 the most produced Triumph. Your rude neighbors most likely believed all the bad press, that's the reason they hide the kids and shut the house up in fear of being gassed by your strange Grocery Getter. The rhubarb pie gift in rural Volusia City is a message you failed to understand. It has the same meaning as the horses head in the bed, do you remember the Godfather movie? I recommend you plant the TR7 in the rear 40 and buy a MGB, or get the TR7 designer Harris Mann to move into your area to even the odds, hopefully in favor of your odd machine.

Cranky

LUCAS, PRINCE OF DARKNESS

- * The Lucas motto: "Get home before dark."
- * Lucas is the patent holder for the short circuit.
- * Lucas - Inventor of the first intermittent wiper.
- * Lucas - Inventor of the self-dimming headlamp.
- * The three position Lucas switch - Dim, Flicker and Off.
- * The Original Anti-Theft Device - Lucas Electrics.
- * Lucas is an acronym for Loose Unsoldered Connections and Splices
- * Lucas systems actually uses AC current; it just has a random frequency.
- * "I have had a Lucas pacemaker for years and have never had any trou..."
- * If Lucas made guns, wars would not start.
- * A friend of mine told everybody he never had any electric problems with his Lucas equipment. Today he lives in the countryside, in a large manor with lots of friendly servants around him and an occasional ice cold shower...
- * Back in the 70's, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.

- * Q: Why do the British drink warm beer?
- A: Because Lucas makes their refrigerators
- * Alexander Graham Bell invented the Telephone. Thomas Edison invented the Light Bulb. Joseph Lucas invented the Short Circuit.
- * Recommended procedure before taking on a repair of Lucas equipment: Check the position of the stars, kill a chicken and walk three times clockwise around your car chanting: "Oh mighty Prince of Darkness protect your unworthy servant"
- * Not many people know that Land Rovers attempted to market a computer. Why did they stop? They could not find a way to get it to leak oil!
- * Did you hear the one about the guy that peeked into a Land Rover and asked the owner, "How can you tell one switch from another at night? They all look the same." He replied, "It does not matter which one you use, nothing happens!"

Submitted by Kevin LeMire

1970 GT6 FOR SALE

Some mods for autocross, including beefed up front-suspension, roller rockers, and lowered 1" front end. It's basically original with original paint and interior. It's a beautiful car with lots of patina. Engine revs to 5000 RPM in all gears, this car screams!!! You will not find a more original GT6. Selling because I need to make room. \$12,000 OBO, email: jimac49@yahoo.com for more info.



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

NEED PARTS?

Eric Salvioli may have just what you are looking for. Contact Eric at (386) 290-7214 or esalvioli@bellsouth.net

CLASSIFIED ADS WANTED

We're starting our classified ads section back up, so send your advertisements to our editor. Editor@volusiabritishcars.com

BUSINESS CARDS WANTED

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

FRANK

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