

The British Connection

Message from the ABCC Club President



March has finally arrived, and winter is behind us. Now we get to look forward to our Fire Season and Hurricane Season – what fun! It is time for us to dig up the dead plants in our yard, and lower the hoods on our cars in anticipation of balmy weather. In the coming

months, there are some nice club events planned that we hope will appeal to the broad range of our membership.

Speaking of membership, if you are reading this and still haven't paid your 2010 dues yet, be sure to send them to Steve

Calendar

March 17-20, 2010

12 Hours of Sebring

March 20, 2010

Cars and Cafe meeting at Route 46 Entertainment District.

March 20, 2010

Rally Against Cancer poker run and car show.

www.RallyAgainstCancer.com

March 21, 2010

SCCA Solo 2 Autocross in Deland
www.CFRSolo2.com

March 21, 2010

Club Breakfast at Old Spanish Sugar Mill Restaurant, Deleon Springs.

March 26-28, 2010

Daytona Beach Spring Car Show and Swap Meet, Daytona International Speedway.

April 1, 2010

Barrett-Jackson Auction, Palm Beach
www.Barrettjackson.com

CLUB OFFICERS

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



Bradley. One member recently quipped, it is easy to ignore emails, so maybe this newsletter reminder will help. As of this writing, we have 32 memberships (54 people).



If you missed the January meeting, you can still get a copy of the 2010 ABCC Calendar of Events just by emailing me.

The Cubs British Car Show is coming up next month. Please get your ticket money to me before April 1 to take advantage of the \$4.50 game admission price. Go Cubs!

NEW MEMBERS ENTER THE HOBBY

It's always nice when outsiders are interested in our hobby, so I was pleasantly surprised when this letter arrived in my inbox. I'm assuming Cranky will see the appeal of our cars, no?

Dear Cranky,

I know several people who have a British car, but I have never owned one myself. What is it like to own a British car?

*Signed,
Newbie*

Most of you that I notified have picked up your ABCC magnetic name badges, but some badges are still looking for their owners. Please contact me to make arrangements to get yours.

Don't forget, we have club contact cards for you to give to new prospective little British car enthusiasts.

I still have a few 2010 planner calendars left, compliments of Ron Watz. Also, Tim Suddard donated some complimentary issues of *Classic Motorsports* magazine for us. See me to get your calendar or magazine. Thanks to Ron and Tim.

We recently submitted a club summary and photos to the nice NAMGAR folks for the new web page they are designing. Steve says their site is not fully prepared yet, but when it is, I'll alert everyone. Many of the pictures included your smiling faces with your cars.

MGC ya,
Craig



Dear Newbie,

For those of you who have never had the pleasure of owning a British car, but want to know what it's like: Next big rainstorm, wait till dark, roll down all windows, leave off lights & heater & wipers and go for a drive. Stop at every intersection and throw out a twenty dollar bill. It's not exactly the same, but it's real close.

Signed,
Cranky

DON'T FORGET YOUR 2010 DUES!

Please mail your dues (\$16 for family and \$10 single) to our treasurer, Steve Bradley, 745 Lakeview Drive, Orange City, FL 32763

CLUB BY-LAWS

Like any reputable organization, our club has by-laws. It's been 11 years since they were last published, so I thought it might not be a bad idea to print them again. I've added them as the last pages of the newsletter, so feel free to separate them, read them, or just throw them away.

Now Available!
 All 16 years of Mike Ash's columns - complete as originally printed in **MGA!**
 400 pages on all mechanical and electrical aspects of the MGA. Over 1000 illustrations.
 Order on-line at:
www.namgar.com
 \$45.00 plus shipping



DEATH-DEFYING SKYDIVERS LAND SAFELY

All eyes were on the clear blue skies over DeLand on Saturday, February 20, as sky divers plummeted toward earth from dizzying heights.



Miraculously, each parachute opened overhead perfectly, and each jumper landed without mishap. A few chutists were in

tandem for their christening flight, and their broad smiles could be seen from our viewing area. This writer chose, however, not to savor the experience of free fall...



Thirty-one British car enthusiasts gathered outside The Perfect Spot restaurant at the DeLand Airport, parking their

15 gleaming little British cars in a row, as if at a car show. We matched the colorful parachutes of the skydivers in the sky with our equally colorful cars on terra firma. I think the parachutists must have appreciated seeing our cars from the sky as much as we appreciated watching them from the ground.

After the optional tire kicking, we had a short



presentation about the upcoming Daytona Beach Cubs British Car Show, from Jim Jaworski of the Cubs organization. Then we proceeded to eat at the restaurant. By the time we had finished eating, the skies were cloud-free, the temperature hovered around 70, and we joined others

gathered on the patio to watch the jumpers. From



our viewpoint, the planes were barely discernible in the sky, and only the hawkish of eyes could spot the free-falling dots as they left the safety of their planes.

Framed by the blue sky, each parachute exhibited wonderful colors, and many whizzed past our viewing spot as they landed. Yes, whizzed. There is a sound made by the open parachutes, sort of like a dozen flags flapping in the wind. And strangely, I saw one Iron Man in shorts make a landing. Wow.

ALMOND CRESCENTS

- 2 cups whole almonds (one 10 oz. Package)
- 1 ½ cups flour
- ¼ cup sugar
- 1 cup butter (2 sticks)
- 1 teaspoon vanilla extract
- 1 cup powdered sugar

Measure 2/3 cups almonds. Whirl in blender or grind fine. Finely chop remaining almonds and set aside.

Mix flour, sugar and finely ground almonds.

With fingers work in butter and vanilla until mixture cleans bowl.

Chill about 1 hour.

Roll dough into balls (about 1 ¼ inch), then into rolls (about 3 ½ inch long), then form into crescents. Press tops into remaining chopped almonds.

Bake on ungreased cookie sheets. 350° F. (moderate) oven 12 – 15 minutes until lightly browned.

Cool on pan 10 minutes. While still warm, roll in powdered sugar if desired. Makes 25 – 30 crescents.

Submitted by Ruby Colby

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

ABCC MARCH CLUB BREAKFAST EXTRAVAGANZA

Do you sometimes get tired eating the same old cold, boring, and soggy bowl of cereal every morning for breakfast? Would you like to have something warm for breakfast for a change, sitting with friendly fellow British car enthusiasts around a cozy table? Then we have just what you need.

We have reservations for 25 at the Old Spanish Sugar Mill Restaurant for Sunday, March 21, at 10:00 a.m. It is inside the DeLeon Springs State Park, and well worth the trip. Meet Bob Storke at the DeLand Wal-mart (1699 North Woodland Boulevard) at 9:00 a.m. We will depart Wal-mart at 9:30 with Bob in lead, to arrive at the restaurant doors by 10:00. Park entrance fees are \$6.00 per vehicle (2-6 per vehicle), or \$4.00 for a single occupant vehicle. Let's all try to park our little British cars together inside the parking lot, with the purpose



of spreading our British Cheer to those passing by.

If you've never visited the Old Spanish Sugar Mill Restaurant, each table has a hot plate built into the center. You order breakfast-coffee, toast, eggs, pancakes, meats, etc., and cook the eggs and pancakes to your liking right there in front of you.

If there is a bit of chill in the air, your knees will stay warm under the table from the hotplates. Afterwards, take a walk around the DeLeon Springs area, rent a kayak, watch the brave souls endure the 72 degree spring waters, or hike a trail. Last year, a seaplane landed nearby and taxied over to a dock to tie up. Bring your camera, of course. See you there.



 HOW I MET MY BRITISH CAR

There it was, a 1973 MGB for sale.

It was parked in a driveway I see every day, but I had never seen an MG parked there before. So, being a British car enthusiast, I had to stop and take a closer look at the MGB. I had to answer the burning question of how it came to be there.

The owner of the car said it was his mothers house, and that he had moved to Michigan years ago. Before he moved, he had run into some mechanical problems with the MG, so he had parked the car in the garage. After sitting in the garage for 10 years, He had come back to Daytona to sell the car and the house, because his mother was getting old and he needed to move her somewhere else. After looking over the car, I could see it was not running—the motor seemed to be siezed—and the brakes weren't working, possibly the cause of the dent that was in the front fender. Other than those minute (or so I thought) problems, the car looked to be complete and in good used condition.

When we started talking about the price, the owner of the car said he had accepted an offer of \$1000, and the buyer would be back in the morning with the cash. If I wanted to buy the car I would need to beat the previous offer. So I made an offer of \$1050 and the promise that I would tow the car away that night. He accepted my offer, so I got the money, paid him, and called my brother-in-law to help me tow it home.

My brother-in-law has a small pickup truck and is always towing either a lawn-care trailer or a boat trailer, making him the perfect person to help me extract the MGB, right?. Well, not exactly. He had never flat towed a car before. We had only a tow rope, so the ride home was, for lack of a better phrase, breathtaking.

We had to tow it from Peninsula Boulevard, in The Shores, to my house in Port Orange. I had things under control at first. Instead of brakes, I had the car in gear and would let the clutch out to slow down. This freed up the seized motor, which coincidentally was the first repair I had ever made while towing a car home. Things were going great until now, but unfortunately, my luck was running out.

Going up the Dunlaton Bridge was easy, but going down, it's a 40mph roll. This wouldn't have been a problem, but my brother-in-law wanted to stay under 25mph. This time when I let the clutch out, there was a loud pop and the “clutch for brakes” plan went out the window (or over the side of the bridge). I remember seeing my brother inlaw waving back to me as I pulled up alongside of his pickup truck.

Then without warning, The steeringwheel made a hard right! I hit the outer wall of the bridge, and a short, hi-speed, imaginary video played in my head. The car was hanging from the bridge on the end of the tow rope, and I was hanging from the steering-wheel with both hands. Naturally, the paramedics were yelling “JUMP!”

Back to the real world, as the car was sliding along the wall, I realized that my brother-in-law was still doing 25mph, the tow rope was wrapped around the MG's front wheel, so now I had no steering as well as no brakes.

I did eventually get him to stop, so we fixed the rope, popped the car back into gear, and stuck with our original plan, towing the car to my house without any other problems.

Look for part two of this story in a future issue.

Submitted by Eric Salvioli

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

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VISITS FROM MURPHY

Number 14: A mechanical failure will only occur on a trip. It will be at the least convenient time and in the least convenient place. Naturally, the one tool you need in order to fix the mechanical failure will be at home, quietly sitting on your workbench.

Number 28: Whilst driving over the speed limit and strategically tucked in between several other cars also traveling the same speed as you, the only car in the group to be stopped and ticketed for speeding will be yours. The officer will also conduct a full inspection, and your Lucas electronics will earn you yet another ticket.

Monthly Tech Tip

Light the Way!

Always carry a wind-up style flashlight in your car. These are available at many department stores. The advantage is that they are small, there are no batteries to go dead or leak, and if you break down in the dark, you can keep your passenger occupied by having them crank the flashlight to keep it lit.

I love those wind up flashlights because typically, the flashlight in my car doesn't get used very often and invariably, when I finally do need it, either the batteries are dead, or they have leaked and ruined the flashlight altogether.

No one ever remembers to change their flashlight batteries on a regular basis.

I also have one on the headboard of my bed and have given them to all of my family members for their cars. They are also available with the emergency weather radios built into them.

Submitted By Gordon Hart.

Send your Tech Tips to Tommy Suddard,
Editor@volusiabritishcars.com.

SITES TO SEE

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/>

MOUNT DORA CLASSIC CAR FESTIVAL

After a long absence, the Mount Dora Classic Car Festival is returning to the streets of Mount Dora. On March 20th, the streets will be filled with all kinds of rare and interesting cars. You can find more information at the website, listed below.

www.MountDoraClassicCarFestival.com

CARS 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



CLASSIFIED ADS WANTED

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

Editor@volusiabritishcars.com



ABCC CLUB BY-LAWS

BYLAWS OF
THE ALL BRITISH CAR CLUB
of VOLUSIA COUNTY, FLORIDA

ARTICLE I

NAME AND PURPOSE

The club name will be ALL BRITISH CAR CLUB OF VOLUSIA COUNTY, hereafter referred to as the Club. The purpose of the Club is to encourage the preservation and enjoyment of all British cars. To accomplish this purpose the Club will conduct meetings, programs and publish information related to the maintenance and utilization of all British cars. The Club is a recognized chapter of the North American MGA Register.

ARTICLE II

MEMBERSHIP

Any person submitting a properly executed application with the correct dues and accepts the Club bylaws may become a member of the Club. There will not be any discrimination made between members on any basis. In addition, the ownership of a British car or variant will not be required for membership.

All privileges of membership will cease automatically if a member dues are unpaid. A member may also be expelled for gross misconduct which would serve to damage the reputation of the Club or endanger the other members.

ARTICLE III

DUES

The fiscal year of the Club will be January first through December thirty-first of that year. Club dues will be determined each year at the November business meeting by the members present, and will be payable the following January first.

Assessment of Club dues for new members joining between the fiscal year will be based on a quarterly system, with dues pro-rated for the remainder of the year based on the date the new member joins. Quarters will be January through March, April through June, July through September, and October through December.



The payment of dues to the Club entitles the member or member and spouse to full membership privileges. These include access to all functions sponsored by the Club, voting privileges, eligibility for any and all Club prizes and awards, the Club newsletter and eligibility to hold Club office. Failure of the member to renew their dues for the next fiscal year will result in that member being dropped from the roster.

ARTICLE IV

OFFICERS

The officers of the Club will include the following: President, Vice President, Secretary, Treasurer, and Editor.

Officer Elections

All officers will be elected by the Club membership and officers must be members in good standing. Nominations for officers will be proposed during the November business meeting. The candidates names will be published in the Club newsletter prior to the December meeting. At the December meeting, a majority vote of all members present will elect the new officers whose term of office will begin on the following January first. The President will appoint an election official to oversee the election.

Term of Office

All officers will serve for a one year term from January First through December thirty-first, except for the President. The President will serve a two year term from January first through December thirty-first of the following year.

December 1999

Officer Vacancies

In the event the officer cannot complete his/her term of office, the President will appoint a member to fill the position until such time as an election can be held. In a case where the Club President is the vacancy, the Vice President will assume the duties of the President. Vacancies of other Club officers will be filled through a general election by the Club members after candidates names are nominated at the next Club meeting and published in the Club newsletter for a month prior to the election period. The new officer will serve a term of office until the next general election.

Removal of Officers

During a Club officer's term, if the officer violates the trust placed in his office through gross misconduct or complete neglect of duty, the officer may be removed from office by a vote of the general membership. In order to complete this action, a complaint must be made to the general membership at a business meeting, outlining the actions or lack of actions by the Club officer in question. The Club officer in question may then rebut the complaint. If the majority of members present believe that the process of removal should continue a notice will be published in the next newsletter regarding the removal of the Club officer. The removal will be effective at the next business meeting. The vacancy created will then be filled by normal procedures.

In the case of an emergency, where a time delay in following the above procedure would result in endangerment to the Club, the complaint against the Club officer may be made at a general meeting, with rebuttal by that officer, followed by a vote by the general membership. However, prior to holding the vote, the emergency conditions invoking this inception must be identified by the member making the complaint, and the general membership must agree that an emergency exists. If the general membership does not agree that an emergency exists, then normal procedures must be followed to remove the officer.

ARTICLE V

DUTIES OF OFFICERS

President

The President is responsible for the overall operations of the Club. The President presides at all meetings, and may call special meetings if necessary. In order to complete his duties, the President may appoint other Club members to assist him through the use of committees and advisors as necessary. The President will appoint members to fill vacancies, when needed, pending a general election. The President will promote the goals of the Club, and actively pursue ways to increase membership and the enjoyment of the fellowship of other British car drivers.

Vice President

The Vice President will perform the duties of the President in his/her absence. In addition, the Vice President will be the Membership Chairperson and will greet the new members and make them feel welcome and informed of the club's activities. The Vice President will help in maintaining a history of the Club, maintaining a club scrap book and provide advice and assistance to the other Club Officers when necessary.

Secretary

The Secretary will handle such correspondence of the Club, as directed. Duties will include, but will not be limited to, recording the minutes of each Club business meeting, presenting one copy of these minutes to the Club editor, and one copy to a Club file to be maintained by the Secretary, keeping a record of attendance at all Club meetings and events, advising other officers of the Club of any matters affecting



the welfare of the Club and attending to all Club correspondence. In the absence of the President and Vice President, the Secretary will preside over all Club functions and meetings.

Treasurer

The Treasurer will collect all dues and assessments, maintain a file of membership, provide an annual roster to members and other records necessary to properly account for the receipts and expenditures of Club money, make timely payment of all bills incurred by the Club, issue renewal notices to all members, and advise other Club officers of any matters affecting the welfare of the Club. No funds in excess of \$50, with the exception of the Club newsletter, will be disbursed without prior approval of the Club members. The Treasurer and the President will sign signature cards for the Club bank account. In the absence of the President, Vice President and Secretary, the Treasurer will preside at all Club functions and business meetings. At the December meeting, the Treasurer will present a yearly report, and the President will appoint an auditor to review the report. The auditor must be a Club member in good standing and cannot be the outgoing Treasurer, or the newly elected Treasurer. At the January meeting of the Club, this auditor will make a report to the membership regarding the financial standing of the Club prior to the Treasurer taking office.

December 1999

Editor

The Editor is responsible for the editing and publishing of the Club newsletter, "The British Connection." The editor may appoint assistants as needed to prepare the newsletter. The Editor is also responsible for publishing informational material or research references needed by the Club members.

ARTICLE VI

Special Committee Chairperson(s)

Each January, or as required, the President may appoint a member in good standing to be the Activities, Spring Fling, Publicity or any other appropriate Chairperson. These positions will not be considered as elected officers. The duties of the Chairperson is to head a committee of other members who will be responsible for the activities that they have volunteered to perform. The President will provide guidance for these committees through the Chairperson.



ARTICLE VII

BYLAWS

The enacting of the Club bylaws or the changing of the Club bylaws will be by majority vote of Club members present. This vote will be held in June (if necessary) and December (if necessary) at the general meeting. All proposals will be published in the Club newsletter one month prior to the vote, so members may review the proposals. At the general meeting, discussion of the changes will be held prior to the vote on the bylaws. Once voted in, the Secretary will document the change in the bylaws, and will update the master copy of the Club bylaws.

December, 1999