



The British Connection



Steve Bradley's MGA (when it had a good master cylinder)

Message from the ABCC President

If you are reading this and realize it is still August, don't panic. It IS the September newsletter, but just sooner than you expected to see it. I'm hoping to get an early start on the September newsletter to accommodate those leaving on holiday.

I get sporadic emails from some of you on holiday, teasing me with the weather at Michigan Farms, or the mid 70's temperatures in Rhode Island, etc. I still like living in Florida, but confess that cooler weather would be appreciated. I go out to play with the MG, but I'm only good for a couple of hours before retreating to the cool of the house. I have managed to finish the install of the brake master cylinder in Ruby's MGC GT, and she helped bleed the brakes. EZ Bleed is nice, but having a helper seemed to be more effective.



Our Previous Outings in August

Lunch Bunch

This August, Bob Storke raised the bar somewhat, as we experienced a more higher scale type of dining. Thanks to the efforts of our Vic Hall, we dined at Café 101 at Daytona State College. This is actually a hands-on dining room for the students in the DSC Culinary Management Program. The students rotate duties to both prepare meals and serve tables. One of our members commented that this is Daytona's Best Kept Secret, because the food, service, atmosphere and price can't be beat. I spoke with Vic, and maybe a nighttime Café 101 dinner will be organized for some time in October. No date has been set yet, so stay tuned.



Bob Storke and John Wise at entrance to DSC Hospitality Building where Café 101 resides.

CLUB OFFICERS -

Craig Colby -- President - cwcolby@hotmail.com
Vice President -- Gordon Hart - flashtomi@gmail.com
Secretary -- Connie Hart - flashtomi@gmail.com
Treasurer - Steve Bradley - sbradley5@cfl.rr.com
Editor - Gene Schoonmaker - geneschoon@cfl.rr.com

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

The next task is figure out why the speedo needle on the roadster is erratic.

Speaking of emails, a few of you have asked to resurrect the trip to Travis Hardware Store in Cocoa. The club has gone there in the past, but due to job restraints, I was unable to take in the tour. At this point, it is a “go,” and I am shooting for some time in September or October. If you have suggestions for a date for the trip, I would appreciate hearing from you. Also, I have cancelled the club airboat ride scheduled for this September 10th, as the operator is unable to answer my emails.

How was your August? Ken Deleeuw sold his 1970 MGB GT, so now he has room for another project in his garage. Fred Reinagel is looking for a Bug Eye Sprite to fix up, so if you know of one please get in touch with him. Jan Radigan is looking for someone to install a water pump in her MGA, can you help her? UPDATE: Bruce Worth’s Austin Healey is still in North Carolina and not as reported in last month’s newsletter. Ron and Judy Reed are looking for a transmission and radiator for their MGB GT. Charles Lichtigman would be interested in acquiring a Bentley, let him know if you have seen one for sale. At the sky dive watch, I heard a horror story from Jere Dotten about the roller rocker arms in his TR4A; be sure to hear that tale! Ruby and I got to spend some time with John Lister recently, and he reports he has the best garden around his neighborhood. Ron Watz is preparing to get his TR6 in running order. He has a humorous story about how he came to own this car, be sure to ask him some time. And Vic Hall is learning how to demolish a house – keep those cars away from the wrecking ball!

Be sure to check out our club web page which is done by Scott Keating. Don’t forget to see Bob Storke for club paraphernalia, and myself for club contact cards and magnetic name badges. It really helps me when you wear your name badge, because I can never remember your name. So, please be sure to wear yours when you go to our events, and make some new friends. Also, send Editor Gene your birthday

and anniversaries, and she will publish them in the newsletter. We are always interested in hearing how you met your little British car, so send us your story.

There are several upcoming British car events planned just for you. Check further in the newsletter for details. I hope to see you there in your little British car. Remember, these cars need to be driven to keep them from the hazards of fuel, brake fluid, or rubber components decay. Anyway, that’s what I tell my Ruby... ahem.

MGC ya,
Craig

(Continued from ...”Outings in August”)

Sky Dive Watch and Main Street Grill

OK, we figured it would be hot, but thanks to an early start, some well-placed trees providing shade on the outdoor benches, and an accommodating breeze, this wasn’t the inferno I anticipated. We watched 3 different sets of sky divers land successfully during the hour and half that we watched. I have been to 4 of these watches, and I am always amazed at the hot rod landings some of these guys do. One yellow parachuted diver came almost straight down, then swerved at the last minute to fly horizontally over our British cars, to screech to a halt at the landing zone. Another dare devil deliberately dove in to land backwards; I guess he was bored and wanted some excitement in his life. I know I was impressed! I was also impressed by the number of little British cars (8) that braved the impending temperatures to attend this event. What a great turn out! Jere Dotten drove his 1965 Triumph TR4A, Kevin Lemire came in his 1976 MGB, Roy and Linda Sleeper coaxed their 1958 MGA 1500, Dave Mederer arrived in his 1962 MGA MkII with wife Bobbie in her 2000 Jaguar XKR (she said she followed him in case the MGA needed help), Ian and Janie Davies cruised in their 2004 Jaguar X Type, and Mike and Gene Schoonmaker showed up in their 2003 Jag X Type. It was fun having the 2 red MGAs, and also the 2 green Jaguar X Types park side-by-side at the airport. Must have made a few heads turn for people driving by... Other members watching the sky divers included



Richard Heckathorn and Joyce Thomas, Bob and Betty Storke, Ron and Mary Ellen Watz, Doug and Linda Rothwell, and Craig and Ruby Colby. Roy and Linda also wore their embroidered ABCC club shirts for us to see.



Our British cars on display at the Deland Airport and Sky Diving Enthusiast



Next, we chartered a course into Deland for lunch at the Main Street Grill. We met up with Vic Hall and Sue in his 2009 Jaguar XF, plus Jan Radigan, and Luke Coderre. The food was good, the staff cordial, and parking was abundant. I would certainly vote to come back there again. I know Linda Sleeper would vote to come back again, as she was the lucky winner for the lunch raffle. Several members thought

they would win, but Linda's luck won out. Thank you to Ian and Janie Davies for your thoughtful gift.



ABCC members await their lunches at the Main Street Grill.

CLUB EVENTS FOR SEPTEMBER

We will have our monthly Lunch Bunch at Hull's Seafood Restaurant. It is on West Granada Avenue, in "downtown" Ormond Beach. You can be sure the food is fresh when you eat here. It is on the "Ruby Approved" list of dining places. Plan on eating at 1 p.m. on Wednesday, September 7, 2011. Please contact Bob Storke via rstorke@cfl.rr.com for all the details.

Our club activity for Friday September 23, will be our ABCC Salutes Our Veterans British Car Show. This will be our second annual show for the folks at a local **veteran's nursing home in Daytona Beach**. Look for a notice further on in the newsletter with directions. It will last 2 hours, and it seemed to be well-received by both the veterans and our members last year. Members brought fold-em-up chairs, drinks and baked goods to share and we had an impromptu picnic under a convenient shade tree. Please park your British car in every other spot, so the



(Continued "September Events")

veterans in wheel chairs can get between cars to see everything. Afterwards, if you are up to it, we will head north on US 1 to **Houligan's at the Destination Daytona** interchange of I-95 and US 1, just north of **Ormond Beach**. If you haven't been there before, they are known for their French Onion Soup, and Wally Wings. (And their beer is cold.) This place is on the **"Craig Approved" list of dining places**. Call or email me if you have questions or suggestions.

If enough members will contact me, I would like to set a date for a return visit to [Travis Hardware in Cocoa](#). Although I personally **haven't been there, this was a hit** with members in the past, and has been requested again for a club activity. What is a good date for you? I have heard Saturday, September 24th, and Saturday, October 14th being suggested. **Please get in touch with me with your date suggestions for this drive.**

Please Note! The Air Boat ride for the 24th Of September has been cancelled.

o



HAPPY BIRTHDAY

Joyce Heckathorn – September 7

Please ladies – we need some delicious fall recipes. Send to Gene Schoonmaker or Craig Colby – . Thanks and Good Eating.....

INSTALLING RUBBER BUMPS On a 1969 MGB

"I have searched and consulted many folks about installing new rubber bumps on the rear suspension of my '69 MGB Roadster, yet I found little advice and info available. With trial and error, and a lot of muscle and persistence, I finally did accomplish getting the new ones on. I wanted to share my methodology in case anyone else ran into the same dilemma.

The challenge is obviously trying to fit a 1" O.D. bump support stud (located on the car) through a 1/2" hole in the bump. I first ordered the polyurethane-type bump, but it was not pliable (forgiving) enough, so I purchased the rubber type from Moss. In consulting their technical folks about "secrets" for easier installation, they shared an idea about using a 5" bolt, washer, and nut to assist in forcing it on. I tried their idea, but became frustrated after some time.

So, after trial and error of several makeshift "tools", here is what seemed to work best for me:

I took a 4" turnbuckle and on one end inserted a 3/8" hex hd. bolt, to secure a large 1.75" O.D. x .75 I.D. washer. (I had to also use a 3/8" washer with it, to keep the bolt head from falling thru the larger washer.) On the other end of the turnbuckle, I used a 3/8" rod stud about 3.5" long, cut from an old eyebolt.

I positioned the "studded" end of the turnbuckle into the hole of the bump pedestal, (which is sitting on top of the axle, held down by the U-bolts).

Next, I placed the bottom of the rubber bump onto the opposite "washer" end, allowing the bump to essentially sit on top of the washer. I lubricated the top surface and hole of the rubber bump with dishwashing detergent, as well as the mating support stud, for lubrication purposes. Once in position, I placed my left hand around the bump and the right on the turnbuckle, to turn it. Turning the turnbuckle then forces the bump upward.



(Continuing on the Tech Tip)

(Note, you may have to secure the "studded" end with vice-grips or some other improvised method, to keep Once the bump begins to feel resistance from the support stud, (to which it will be eventually attached), the hard part begins. The increased force and pressure on the bump will cause it to cock and slide off of the face of the support stud, due to the slippery lubricant. That is when you must apply a very firm grip and likely, strong leverage around the bump, to counteract the side force developing as the turnbuckle is rotated. Keep the bump and turnbuckle assembly. in a vertical alignment as much as possible. Again, the side force and lubricant will try to change this as the resistance pressure increases. Some slight cocking of the bump may help its hole "catch" the support stud, but be careful, as it will quickly slide completely off.

At this point you just have to get physical and wrestle with tightening while holding everything in place. This is where persistence kicks in. Eventually, the bump will pop onto the support stud. I got lucky and did one side of the car in about (10) minutes. The other side took about (45) minutes.” This tech tip is from Les Stiler. Les, I have done this in less than 5 minutes each side. I wonder what I did wrong?

YOUR MONTHLY MEMO FROM MURPHY

35. The later you are running, the greater the chance of hitting every red light.

Corollary: The red light is always longer than the green one.

42. There shall be torrential downpours as you attempt to get into your car.

However, once inside and dripping all over the seat and floor, the sky will turn blue and birds will sing.

2011 has been a good year for peaches, and I have been enjoying a lot of South Carolina and Georgia peaches this summer. So here is a recipe from Ruby’s file to help you to share in my peach harvest pleasure.



PEACH CRISP

“Start with fresh, ripe peaches, add four simple ingredients, pop it all in the oven. Minutes later – summer treats with just 230 calories each!”

- Ingredients 6 large peaches sugar
- all-purpose flour 1/8 tsp. Ground cinnamon
- 3 Tablespoons light corn oil spread*

Procedure About 50 minutes before serving,

1. Preheat oven to 400 °F. Peel and thinly slice peaches. In large bowl, toss peaches with ¼ cup sugar and 2 Tablespoons flour. Spoon peach mixture into five 8-ounce ramekins or custard cups.**
2. In small bowl, with hand, mix light corn-oil spread, cinnamon, ½ cup flour, and 3 Tablespoons sugar until mixture resembles coarse crumbs. Sprinkle flour mixture on peaches.
3. Place ramekins in jelly-roll pan for easier handling. Bake peach crisps 25 to 30 minutes until peach mixture is bubbly and crumb topping is golden brown. Serve warm. (I like a dollop of vanilla ice cream on mine!) Makes 5 servings.

Each serving: about 230 calories, 5 g. fat, 0 mg. cholesterol, 1 mg. sodium.

*Note: you may use 3 Tablespoons of softened butter in place of the corn-oil spread. **Note: if you don’t own a ramekin, use a 2-quart baking dish.

By Romana Colby

August 17, 2011



Monthly Fun Article

Little British Car Adoption Questionnaire

(with apologies to animal shelter adoption questionnaires)

1. Are you ready to love this car, unconditionally?
2. Do you realize that you will have to understand almost everything about this car, including the engine, transmission, brakes, carburetors, etc?
3. If you already know about cars, are you willing to learn a whole new vocabulary?
4. Are you willing to associate constantly with other MG owners?
5. Do you know a nearby mechanic expert about British cars? (If yes, skip to #)
6. Are you willing to get greasy? All over? In your eyes, hair, skin, clothing, etc?
7. Are you willing to shed blood?
8. Do you own a fire extinguisher?
9. Do you realize that this will cost more money than you can sell it for?
10. If you already own tools, are you willing to purchase a whole new set?
11. Do you possess a large vocabulary of four-letter words?
12. Is your spouse or Significant Other a British car lover? (If yes, skip 13)
13. Are you familiar with the process for divorce or separation with a Significant Other?
14. Do you have another, reliable car?
15. Do you have garage space? For the car, parts, tools, more parts, etc.?
16. Do you have a problem with puddles of oil? Puddles of gasoline? - Puddles of blood?
17. Do you know what Hypoid oil is, it's applications, and the difference between it and crankcase oil?
18. Are you sure you love this car?
19. Do you think 'A little rust' is O.K.?
20. Can you recognize 'a lot' of rust?
21. Does seeing daylight through your floorboards bother you?
22. Are you willing to drive without musical entertainment so that you can enjoy the incomparable pleasure of listening to your engine run, and attempt to listen for new problems as the develop?
23. Do you love this car above all others?
24. Do you worry what other people think?
25. Do you think purchasing a British car is a practical decision?
26. How do you feel about people asking you "What year is that Karmann-Ghia?"
27. Are you sure you're feeling all right today?
28. Are you taking any medication?
29. Have you ever paid money to ride in a British car?



Happy Anniversary - September 6
to Paul and Ursula Suddard



UPCOMING CLUB EVENTS FOR SEPTEMBER

Wednesday

Lunch Bunch, Hull's Seafood

September 7, 2011

Ormond Beach. Contact Bob

1 p.m. Storke rstorke@cfl.rr.com

Saturday

British Cruisers Airboat Ride

September 10, 2011

NOTE! this event has been cancelled

Friday

Our Monthly Club Event

September 23, 2011

"other" car show, see below

10a.m. to Noon

SALUTE TO OUR VETERANS BRITISH CAR SHOW

SPONSORED BY THE ALL
BRITISH CAR CLUB of
VOLUSIA COUNTY

DATE: FRIDAY,
SEPTEMBER 23, 2011
TIME: 10 A.M. TO Noon

OUR CLUB MEMBERS WILL BE
SHOWING THEIR BRITISH CARS
TO THE RESIDENTS AT THE
EMORY L. BENNETT VETERAN'S
NURSING HOME IN DAYTONA
BEACH. WE FEEL THAT
SHOWING OUR COLORFUL
CLASSIC BRITISH CARS AND
CHATting WITH THE RESIDENTS
WILL HONOR THEM AND HELP
BRIGHTEN THEIR DAY. ALL
BRITISH CARS ARE WELCOME.
IT IS FREE AND THERE IS NO
JUDGING. WE HOPE TO SEE YOU
THERE.

Contact Craig at (386) 299-5134
(c) or cwcolby@hotmail.com for
additional information.

DIRECTIONS:
FROM I-95 SOUTH OR NORTH,
TAKE LPGA EXIT #265. TRAVEL
EAST TO WILLIAMSON
BOULEVARD (next stop light).
TURN RIGHT (SOUTH), TO
MASON AVENUE (next stop
light). TURN LEFT (EAST) ON
MASON AND GO A SHORT
DISTANCE TO EMORY L. BENNETT
NURSING HOME ON THE LEFT
(NORTH) SIDE, 1920 MASON
AVENUE. THE SHOW WILL BE ON
THE PAVED PARKING LOT ON
THE RIGHT AS YOU ENTER THE
PREMISES. PLEASE PARK YOUR
CAR IN EVERY OTHER SPOT TO
MAKE ROOM FOR THE



ABCC NEWSLETTER CLASSIFIED ADS

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.

See photo in last month's newsletter

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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

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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. See photo in last month's newsletter.

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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 & 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.

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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/amgcr/>

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/>

LAST BUT NOT LEAST

As a senior citizen was driving down the freeway, his cell phone rang. Answering, he heard his wife's voice urgently warning him, "Herman, I just heard on the news that there's a car going the wrong way on Interstate 77. Please be careful!"

"Heck," said Herman, "It's not just one car. It's hundreds of them!"